

1950

Tampa: a history of the city of Tampa and the Tampa Bay region of Florida

Karl H. Grismer

Follow this and additional works at: https://digitalcommons.usf.edu/regional_ebooks

Recommended Citation

Grismer, Karl H., "Tampa: a history of the city of Tampa and the Tampa Bay region of Florida" (1950). *City, County, and Regional Histories E-Book Collection*. 6.
https://digitalcommons.usf.edu/regional_ebooks/6

This Text is brought to you for free and open access by the Floridiana - General at Digital Commons @ University of South Florida. It has been accepted for inclusion in City, County, and Regional Histories E-Book Collection by an authorized administrator of Digital Commons @ University of South Florida. For more information, please contact scholarcommons@usf.edu.

This page
is
blank

Other Books by the Author:
History of St. Petersburg (1924)
The History of Kent, Ohio
The Story of Sarasota
The Story of St. Petersburg
The Story of Ft. Myers

Tampa



Dedicated to the Memory of
MARGARET TREW KOPLIN



Photo by Burgert Bros.

Tampa's City Hall as seen from the county court house lawn.

Tampa

A HISTORY OF THE
CITY OF TAMPA
AND THE TAMPA BAY
REGION OF FLORIDA

by KARL H. GRISMER



Edited by D. B. McKAY

Published by THE ST. PETERSBURG PRINTING COMPANY, Incorporated • FLORIDA

Copyright 1950 by KARL H. GRISMER

APPRECIATION

The author wishes to express his appreciation for the assistance given to him by the following persons:

Edwin Dart Lambright, for reading all the manuscript and making numerous excellent suggestions; Karl Bickel, for his cooperation during all stages of the work; Theodore Lesley, for furnishing much biographical data; H. Walter Fuller, for the use of rare old documents, and Dudley Haddock, for data regarding early Florida railroads.

Burgert Bros., commercial photographers, who furnished most of the splendid photographs used in the book; also, Fred E. Fletcher, for a number of old photographs, and the Tampa News Service, for several modern views.

Joseph T. Lykes, R. J. Binnicker, J. A. Griffin, Francis J. Gannon, Howard Macfarlane, Giddings E. Mabry, Carl D. Brorein, Wallace F. Stovall, Frank M. Cooper, and Dixie M. Hollins who furnished early help and encouragement; also to Colonel Harry C. Culbreath, George B. Howell, John A. Dolcater, David E. Smiley, James A. Swann, David A. Falk, J. B. Mims, W. Howard Frankland, L. Spencer Mitchell, Frank M. Traynor, Blaine Brinson, the late Charles A. McKay, and many others who provided invaluable assistance.

W. T. Cash, Florida State historian, Dr. Dorothy Dodd, Florida State archivist, Julien C. Yonge, editor of the Florida Historical Quarterly, for assistance in obtaining historical data; R. A. Gray, Florida Secretary of State, for much official information; W. L. G. Joerg, E. G. Campbell and Elizabeth B. Drewry, of The National Archives, for information regarding Fort Brooke; L. L. Knight, comptroller of the Seaboard Air Line Railroad, for data about railroads; Alberta Johnson, corresponding secretary of the Florida Historical Society, for maps and data; Mrs. June Connors, for data regarding banks; and Mrs. Ralph Dell of the St. Petersburg Printing Company, for numerous helpful suggestions.

Particularly, the author wishes to thank the publishers of the TAMPA TIMES and the TAMPA TRIBUNE for permitting him to use the files of their newspapers and enabling him to obtain data from their libraries; also, to Mrs. Daniel A. Brown, librarian of the TAMPA TIMES, and Miss Audrey Etheridge, librarian of the TAMPA TRIBUNE, and Mrs. H. C. Callen, TAMPA TRIBUNE assistant librarian, for assistance in obtaining material.

Above all, the author expresses appreciation to Donald Brenham McKay who not only edited the book but also gave aid and encouragement during every phase of the work. Without his help, this book could not have been written.

TABLE OF CONTENTS

CHAPTER	PAGE
1 IN THE DAYS OF LONG AGO.....	9
2 ANGLO-SAXONS COME TO TAMPA BAY.....	48
3 THE SEMINOLES FIGHT—AND LOSE.....	72
4 A CITY BUILDS ON TAMPA BAY.....	94
5 WHEN THE NATION WAS DIVIDED.....	131
6 WHEN TAMPA SLIPPED BACKWARD.....	150
7 A RAILROAD BRINGS A GOLDEN ERA.....	170
8 MODERN TAMPA IS BORN.....	190
9 AT THE TURN OF THE CENTURY.....	212
10 TAMPA SPENDS FOR FUTURE GROWTH.....	231
11 THE FLORIDA BOOM—AND AFTERMATH.....	247
12 DEPRESSION—WAR—AND AFTERWARDS.....	269
13 GASPARILLA SEES THE FAIRS.....	294
14 MISCELLANEOUS	301
15 BIOGRAPHIES	312
BIBLIOGRAPHY	426
INDEX	427

This page
is
blank

CHAPTER I

IN THE DAYS OF LONG AGO

EAGER WITH ANTICIPATION, a thirteen-year-old lad bade farewell to his parents in the fall of 1545 and boarded a fast-sailing caravel in the bustling, sweltering port of Cartagena, the glittering mushroom city of the Spanish Main.

The son of an influential Spanish official in Cartagena, the boy had been born in the New World and now he was bound for Spain, to be educated in Madrid, the home of his grandparents. Never before had he made an ocean voyage and thoughts of coming adventures filled him with excitement.

The boy's name was Fontaneda—Hernando de Escalante Fontaneda. His journey of long ago and his experiences are noteworthy simply because the Tampa of today owes him thanks. To Fontaneda, Tampa is indebted for its name.

The ship in which Fontaneda sailed carried a rich cargo. Her hold was filled with silver from the mines of Potosi and gold and jewels from looted temples of the Incas, all consigned to the treasury of the King of Spain. Fontaneda was not the only passenger on board. There also were more than fifty men, women and children, all looking forward to reunions with old friends in their native land.

Four days out from port the caravel was becalmed. Not a breath of air moved. The sun blazed down pitilessly. Then, late in the afternoon, the sky became overcast with an ominous haze. A little later, the wind came, a terrific blast out of the southwest. With the wind came rain, a veritable deluge. A hurricane was in the making.

Throughout the night the wind blew with savage, relentless fury, its dreadful moaning increasing with each passing hour. The rigging of the caravel was blown away and the rudder smashed beyond repair. Like a hunted thing, the ship ran before the wind, uncontrolled and uncontrollable. Closer and closer she was blown toward the southwest coast of Florida.

Just before dawn the next morning the roar of surf was heard. An instant later the ship hit bottom with a sickening crash. Her keel broke and water poured into the hold from every side. Another wave, and the ship was flung upon the shore. Following waves pounded her apart. Passengers and members of the crew were hurled into the foaming, surging maelstrom. To most of them, death came quickly. Only a few survived. They floundered ashore, threw themselves upon the rain-soaked sand, and lay there, gasping for breath.

One of the survivors of the wreck was young Fontaneda. Half-naked Indians who came out of nearby mangrove swamps when the storm was over found him lying on the beach and took him to their

village. He was a friendly youngster and the chief of the tribe took a liking to him. Given almost complete freedom, he was permitted to do nearly anything he wanted. He learned to fish, and hunt, and to live as the Indians did, wearing no clothing except a breechclout. The chief often took him on trips over the Florida peninsula and, as a result, he gained a comprehensive knowledge of the customs of the various tribes and the lands they occupied. He learned the language of the tribe with which he lived and also those of the natives of three nearby provinces.

Fontaneda remained in Florida seventeen years. Then, in some manner which never has been explained, he gained his freedom, about 1562, and returned to Spain. A few years later he served as interpreter for Menendez when the latter first visited the Florida West Coast. Back in Spain again in 1575, Fontaneda recorded his recollections in a Memoir which is still considered by historians the best existing sixteenth century description of Florida.

To Fontaneda goes the credit for the preservation of the word "Tampa." He gave a list of twenty-two towns occupied or controlled by the Caloosa Indians, masters of south Florida, and the name "Tanpa" led all the rest. He spelled the word with an "n" instead of an "m." Contemporary writers and map makers who saw Fontaneda's Memoir apparently liked "Tampa" better than "Tanpa" and when they picked up the word and used it they gave it the more euphonic spelling.

Fontaneda gave no hint as to the meaning of the word. He simply said that Tanpa was "a large town" and let it go at that. In recent years someone declared that Tampa is a Seminole word meaning "split wood for quick fires," descriptive of driftwood used for building fires. Inasmuch as the Seminoles did not enter Florida until more than two hundred years after Fontaneda used the word, such an explanation of its meaning can hardly be considered valid.

Dr. John R. Swanton, outstanding authority on the Indians of the southeastern United States, says there is a possibility that the Caloosa tongue was related to Choctaw and that there is a Choctaw word "itampa" which means "a pail" or "a bowl." However, he adds that no authentic interpretation of the name can now be given and "there is little hope there ever will be unless a Caloosa vocabulary is discovered."

Besides failing to tell the meaning of Tanpa, Fontaneda also failed to give any clue as to its location. The Caloosa Indians probably had their principal villages in the Caloosahatchee-Charlotte Harbor area; consequently, most authorities believe that Fontaneda's Tanpa was located somewhere in that region. But that is only guesswork. It is equally possible that the Tanpa of the sixteenth century was located somewhere on Tampa Bay. On a map of Florida drafted in 1601 by Herrera, Tampa Bay is definitely labeled "B. de Tampa." Herrera had access to other records besides Fontaneda's and he may have had informa-

tion which amply justified him in giving the bay its present name. But that is more guesswork.

The only thing that can be surely said is that the word "Tanpa" was first used by Fontaneda and that other writers and map makers who read his Memoir picked up the word, changed its spelling to Tampa, and perpetuated it, thereby giving Tampa Bay and the City of Tampa the name by which they are known throughout the world.

Incidentally, the word Tampa is the only town name recorded by Fontaneda which has survived. Other names on his list were: Tuchie, Soco, No, Sinapa, Sinaesta, Metamapo, Sacaspada, Calaohe, Estame, Yagua, Guevu, Muspa, Comachia, Quisiyove, Cutespa, Tavaguemue, Tomsobe, Enempa, Guarungune, and Cuchiyaga. Perhaps it is just as well that these names have long since passed out of use.

Fontaneda undoubtedly spent some time in the Tampa Bay region. Perhaps he once tramped over the ground on which Tampa is now located. In all events we owe him thanks for much of our knowledge regarding the first known "residents" of this region. From other sources more information is gleaned; from the writings of Dominican and Franciscan monks, from the Frenchmen Ribault and Laudonniere, from the sketches of Le Moyne, and from the research work of modern anthropologists, ethnologists and paleontologists.

These Were the First Inhabitants

On May 4, 1929, the mineralized skeleton of a human being was unearthed by an amateur paleontologist from the bank of a newly-dug drainage ditch near the head of Phillippi Creek, a few miles from the heart of Sarasota. Newspapers hailed it as a discovery of the first magnitude, reporting that the skeleton was at least 20,000 years old, perhaps much older.

The skeleton was indeed old. But as for its being 20,000 years old—well, the scientists had their doubts. They insisted there was nothing to support the contention that human beings lived in Florida fourteen millenia before the construction of the first pyramid in Egypt.

The fact that the skeleton was mineralized carried little weight with most anthropologists. They declared that bones mineralize quickly



in Florida because of the amount of minerals in the soil and that it is more difficult to find a skeleton several hundred years old which shows no signs of mineralization than to find one where mineralization has proceeded to a marked degree.

No one knows and probably no one ever will know when the first human beings came to the Florida peninsula. The most common guess is that they arrived about a thousand years ago, about the time Leif Ericson left Iceland with his Norsemen and sailed across the bleak Atlantic to discover the land he called Vinland. The course followed in the journeys of the first Floridians is purely a matter of conjecture. Some scholars say they came into the peninsula from the North; others assert they came from Central America or Mexico by way of the Gulf Coast, and still others insist they came from Central or South America by way of the Antilles.

Regardless of the way of coming, they came—and mute evidence of their existence long before the arrival of the first white man was furnished by the shell and earth mounds which once dotted the peninsula. Many such mounds were located on the shores of Tampa Bay. A large one, at least forty feet high and two hundred feet in diameter, was located near the water close to the present foot of Morgan Street. This mound, as well as many others, was leveled to get shell for sidewalks and streets and no trace of it remains.

One of the finest mounds still existing in the Tampa Bay area is the magnificent one in Phillippi Park, on the west shore of Old Tampa Bay. Another fine mound is located on Weedon's Island, south of the western approach to Gandy Bridge. Scientists who have made excavations in these mounds assert they are at least five hundred years old.

Most common of the mounds left by the first inhabitants of the Florida peninsula are the refuse heaps or kitchen middens which still dot the shore of bay and rivers. The aborigines ate huge quantities of oysters, clams and conchs. At places where the shellfish were unusually plentiful, and where the Indians lived for long periods, the refuse heaps sometimes became of enormous size, covering acres and rising fifty feet or more in height. Smaller mounds can still be seen on almost any key along the coast. Most of them have been badly torn up, however, by "pot hunters" seeking Indian relics or by persons seeking pirate's gold.

Ashes of camp fires dead for centuries are found in almost every mound, along with broken pieces of pottery in which the Indians cooked their meals. Excavations indicate that when the Indians sat down around the fire to eat, they tossed the shells aside. And when the growing, surrounding refuse heap became inconveniently high, and threatened to slide down upon them, they went up the mound and built another fire. Through the passing years this process was repeated again and again, and the mound grew and grew.

In the lower levels of very old kitchen middens human bones often have been found, indicating that bodies were buried very near the camps. But when the Indians began to sense that more attention should be given to their dead, they built mounds for use solely as burial places, using whatever material was close at hand—shell, sand or loam.

Of all the mounds left by the Indians, the burial mounds are of the most interest to present-day ethnologists. In addition to skeletons, many objects of great value have been found in them—pieces of molded pottery, sometimes colored and decorated artistically; delicately designed ornaments which once adorned the necks of Indian maidens; finely carved and polished hairpins made from bone; shining shell pendants which hung from the belts of Indian warriors; tools and weapons made from shell, and stone, and sometimes copper, and many other artifacts which furnish proof of the culture of the vanished race.

A splendid collection of such objects can be seen at the Bradenton Museum. The artifacts were gathered over a long period of years by M. E. Tallant, of Manatee, one of the nation's leading amateur ethnologists, who made excavations in mounds in all parts of the state. Many of the objects are extremely rare and almost priceless.

Kitchen middens and burial mounds were not the only mounds made by the Indians. The most elaborate of all were those built for holding religious ceremonies. These mounds were usually constructed of sand or earth and towered above the surrounding land or water. Ramps led up to the summits. A giant mound of this type located on Marco Island boasted of terraces and plazas. Canals which ended in courts were dug out to bays and bayous. To prevent dirt from washing into these canals the Indians bordered them with walls made of palmetto logs and shells.

A fine mound on Terra Ceia Island, in Manatee County, probably was used for holding ceremonies and also as an observation post. From the top of the mound an excellent view can be had of Tampa Bay. It is more than likely that on this mound was lighted one of the signal fires seen by De Soto when he came to loot and conquer. He reported that the smoke from the fires could be seen for miles, and that the Indians were signalling messages telling of his arrival.

To make sure that the Terra Ceia Mound would be preserved for future generations, Mr. and Mrs. Karl Bickel, of Sarasota, purchased it a few years ago and in 1949 deeded it to the State of Florida. It has been named the Madira Bickel State Park Memorial. This was the first mound of any kind which has been presented to the state.

A truly superb mound which also will be preserved is the ceremonial mound at Phillippi Point, a mile north of Safety Harbor on Old Tampa Bay. An 18-acre tract at this spot was purchased early in 1948 by Pinellas County for \$27,500 and has been converted into a park, named in honor of Odet Phillippi, pioneer settler who lived there

many years and planted the first citrus grove on the Florida West Coast.

At this mound in Phillippi Park an Indian village was located in the sixteenth century when the Spanish conquistadors were making their forays into Florida. The Indians who lived there were Timucua, members of the Timucua family of tribes which dominated the northern half of the Florida peninsula. The Timucua of Old Tampa Bay had enemies close at hand. On the east side of Tampa Bay, and to the south, lived the Caloosa Indians, masters of the southern half of the peninsula. Hillsborough River probably served as part of the boundary between the two Indian provinces. Inasmuch as Tampa Bay was then recognized, the same as now, as one of the most favored sections of Florida, it is quite likely that the Timucua and the Caloosas often fought to possess it, and that some of the battles were fought where the City of Tampa is today.

The exact meaning of the word "Timucua" has never been determined. But it is believed to be a corrupted form of their word for "chief." Twenty-eight different spellings of the word have been listed.

The name "Caloosa" is said to be a variation of the Choctaw words "kala lu-sa," meaning strong and black. The Indians in the tribe probably called themselves "ka-los." To Fontaneda's Spanish ears, the word sounded like "Carlos," and that is what he called them, the Carlos Indians. He said the word meant "brave and skillful, as indeed the Carlos Indians are." He also gave the name "Carlos" to the chief of the tribe with which he lived. The name has been perpetuated in the place named San Carlos Bay, where the water of the Caloosahatchee meets the Gulf; also, in the names Big Carlos Pass and Little Carlos Pass. The word Caloosa survives in Caloosahatchee which means, of course, the river of the Caloosa, "hatchee" signifying river.

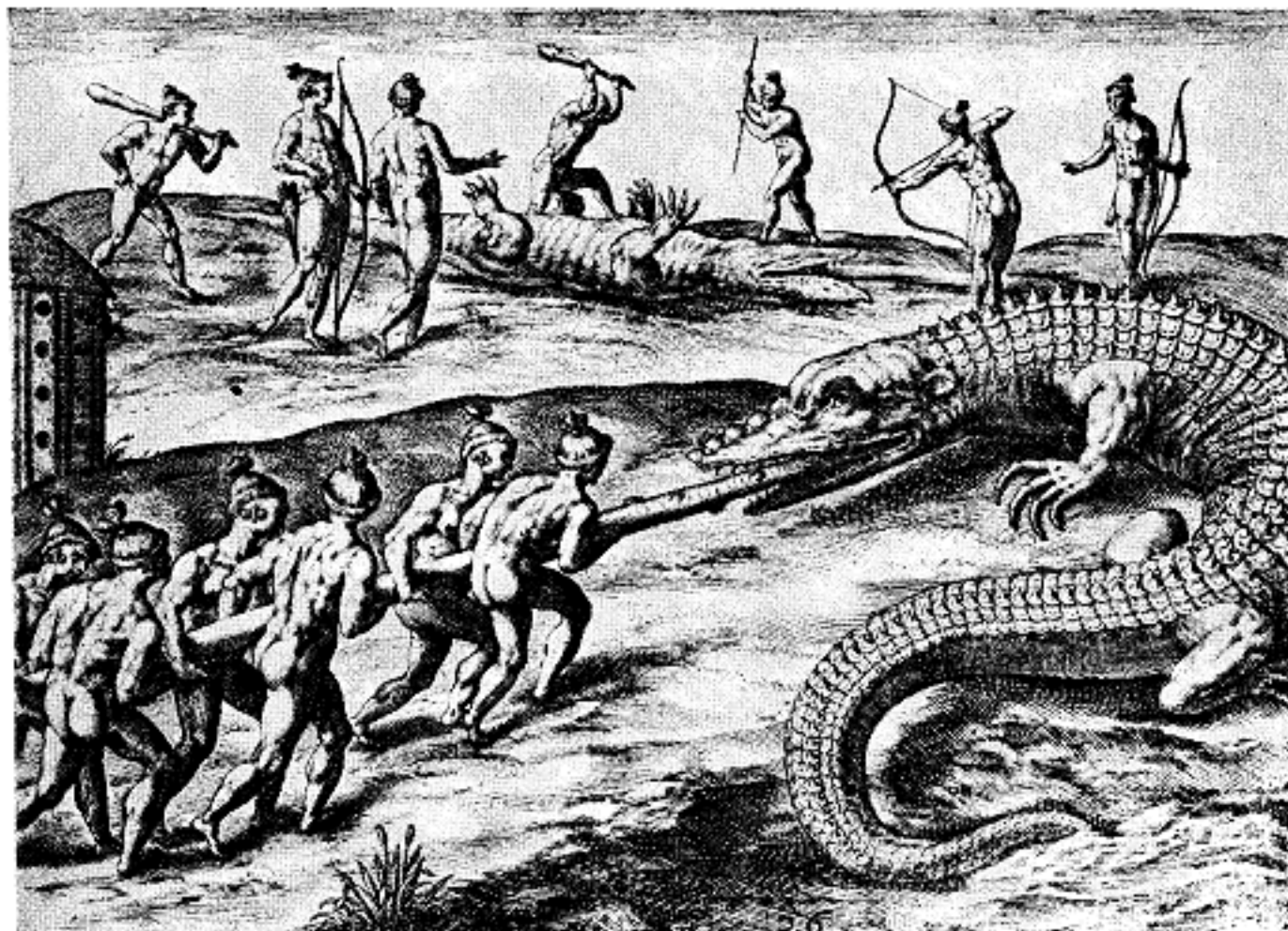
Physically, the Timucua and Caloosas were practically identical, the members of both groups being muscular and well proportioned and of a light shade of brown, termed by the French *olivatre*. They were just about the same size as Americans of today, the men averaging about five feet nine or ten inches in height and the women several inches shorter. They were heavy-boned, their heads were well-shaped and most of them had remarkably good teeth.

The Caloosa Indians were a brave, proud people and never submitted to white man's domination, not even after two of their leading chiefs and many of their best warriors were executed by the Spaniards. Instead of submitting, the Caloosa adopted a scorched earth policy, burned their villages, fled into the interior, and left the Spaniards to shift for themselves. This the Spaniards could not do, so they were forced to leave. Missionaries had no better success with them than did the conquistadors. The Caloosas were too tough to conquer and too stubborn to convert.

The Timucuan were a more docile people, particularly farther north in the peninsula where the conquistadors had not raped and looted, tortured and killed. When the Spaniards went into north Florida the Timucuan offered no prolonged resistance. In many places they even welcomed missionaries as friends. Letters from Franciscan monks written in 1602 reveal that twelve hundred Timucuan had by then been converted. The Franciscans succeeded in persuading the Indians to build chapels and to settle around the missions. Mainly because of the efforts of the missionaries, who established a chain of missions across the northern part of Florida, Spanish officials encountered little difficulty in extending their military rule.

Sixteenth century Spanish invaders greatly exaggerated the number of Indians on the peninsula. One chronicler said that De Soto was opposed by ten thousand warriors. Another declared that Menendez conferred with a Caloosa chief in a town of four thousand people. But most historians now agree that the peak population never exceeded fifteen thousand, including all tribes, and that no Indian village or town had a population of more than several hundred.

Nearly all the villages were small, having less than a hundred inhabitants. Some of the places listed as towns by Fontaneda had only thirty or forty inhabitants, including women and children. The average town consisted of a few palm-thatched huts, often circular in shape; a



Timucuan Indians killing alligators, as pictured by LeMoyne.

larger, rectangular building where the chief lived, and another structure which served as a combination temple and community meeting place. Certainly no village was spectacularly beautiful. Most of them probably were quite squalid.

None of the Indians spent much time in making clothes. Fontaneda reported that the Caloosas went almost naked. The men wore only loin-cloths made of plaited palmetto strips, fastened to a belt of deer skin. The women wore short skirts made of strands of moss they found hanging on the trees—later called Spanish moss. Above the waist the Caloosa women wore nothing.

The Timucua Indian went in for more elaborate costumes. The men wore breechclouts and sometimes cloaklike garments of colored deerskin decorated with painted pictures of wild animals. The women wore moss or painted deerskin skirts which they often varied with a garment carried up over the shoulder and left hanging down to the thigh. Early writers described this outfit as most attractive. Timucuan of both sex added to their charm by loading themselves with ornaments made of brightly polished stones, shells, bones and animal tails, worn about their necks, waists, knees and ankles.

The Timucuan women wore their hair long, allowing it to dangle freely down their backs. But the men were satisfied only when they had a breath-taking hairdo. They trussed their raven strands high on their heads and bound them on top with plant fibers, giving themselves the appearance of wearing bell-shaped caps. To attain an even more alluring effect, the men usually stuck brightly colored feathers into the coiffures, arranging them in striking patterns. The general effect often was heightened by inflated fish bladders inserted in pierced ears. Le Moyne said these fish bladders glistened like pearls.

The fascinating appearance of the Indian warriors was greatly increased by the zeal and stoicism with which they tattooed their skin. Thorns were used to prick the colors into the skin and often the fighting men covered practically their entire bodies with lurid designs, intended, no doubt, to catch the eye of Indian maidens. But to Europeans the tattooing made the warriors appear formidable and ferocious.

The principal weapon of both Timucuan and Caloosas was the bow and arrow, and they could shoot with deadly accuracy, as the Spaniards learned to their sorrow. The arrow heads were often made from snakes' teeth, bone and shell, but in the Tampa Bay area flint heads were used extensively. The flint was obtained from a large quarry just west of Six Mile Creek Swamp, about twelve miles from the heart of present-day Tampa. This was the finest flint quarry on the peninsula and the countless chips found there indicate that it was used for many years, perhaps for centuries. The stone is said to be of better quality than any other south of the Ohio River. The quarry was located inside Caloosa territory but numerous arrow heads made from the stone have

been found in places where the Timucuan lived. Perhaps the quarry was worked by both groups through some kind of gentleman's agreement.

If that was the case, the agreement must have been made through an interpreter, because the Timucuan and Caloosas spoke different languages. The language of the Timucuan has been described as "mellow, sonorous, and rich in vowels and with a very complicated grammar." Thanks to Catholic missionaries, excellent Timucuan vocabularies have been preserved.

Practically nothing is known about the Caloosa language. Almost the only words of theirs which have been handed down are place names given by Fontaneda for which he failed to give the meaning. He gave only one other word: *Se-le-te-ga*. He said it meant: "Run to the lookout; see if there are any people coming." And he added, needlessly enough: "The people of Florida abbreviate their words more than we do."

Besides speaking different languages, the Caloosas and Timucuan were dissimilar in other ways. The Timucuan made excellent pottery, well molded and beautifully decorated, while the Caloosa pottery was of the crudest kind. On the other hand, the Caloosas greatly excelled the Timucuan in wood carving and painting. Some of their pieces, unearthed on Marco Island, are said to be finer than any done by any other Indians of southeastern United States.

The two groups also differed agriculturally. In Caloosa territory, the Indians paid little or no attention to farming. But they did not suffer from lack of food. The Gulf and ocean, and inland lakes and streams, were alive with fish. And Fontaneda speaks of toothsome young alligators, savory snakes, and juicy eels "as long as a man and as thick as a thigh." Moreover, the Caloosas had learned that the low koontie bush had starchy roots which, when dried and ground into flour, made excellent bread; that the mud potato, which tasted sweet, was quite sustaining; that the heart of the cabbage palm was tender and nourishing, and that even the black berries of the palmettoes could be eaten. In addition to all this, the Caloosa had endless forests filled with game—deer, wild cats, little brown bears, squirrels, and turkeys. Nature was most generous to the Caloosa and quite naturally they considered farming a waste of time.

The Timucuan, on the other hand, were basically agriculturists, even though they spent part of each year fishing and hunting. The men condescended to clear the fields but the women sowed the seed and did all the rest of the work through harvesting. The principal crop was corn; however, pumpkins, squash and other vegetables were grown. Food was stored in well-built granaries and warehouses made of earth and stone. To insure a bounteous food supply, the shamans, or medicine men, prayed over the fields just before tilling and when the grain was reaped. And about the first of March, a large stag was sacrificed. The

skin with head attached was stuffed with fruit and grain, decorated with garlands of flowers, and placed on top of a pole facing the rising sun. The shaman then offered prayers while the people responded with weird songs and dances. Rites also were celebrated at new and full moons.

Tall tales have been told about how the Indians captured scores of Christians from wrecked ships and sacrificed them to heathen gods. Almost all these stories can be traced to Spanish exploiters who were endeavoring to break down the opposition of the Catholic Church to their profitable pursuit of capturing the Indians and selling them as slaves. Under such circumstances, it was quite natural that the tale-tellers should picture the Indians as being unspeakably vicious. It is interesting to note, however, that Fontaneda does not mention having seen any Christian tortured or sacrificed during the seventeen years he lived with the Indians.

However, there is no doubt but that the Indians of south Florida mistrusted and hated the Spaniards, even before the first conquistador landed on Florida soil. They had ample cause for hatred.

White Men Brought Only Tragedy

The Spanish conquerors and exploiters of the New World have been called, and probably rightly, the worst murderers in mankind's history.

When Columbus made his great discovery in 1492, the islands of the West Indies were thickly populated by natives called the Arawaks and Caribs. Ruthlessly and viciously, the Spaniards killed them. Some they killed in battle; others by torture, and many, many more by working them endless hours as slaves under the pitiless, blazing sun.

As an inevitable result of the extermination of the native population, a labor shortage soon developed. To get replacements, the Spaniards made raids on islands which had not yet been exploited. The natives were hunted down, captured, and taken in chains to mines and fields. There they died like flies, from overwork, disease, mistreatment and homesickness.

Slave ships probably reached the mainland of Florida about 1500. The fact that there is no record of slaving expeditions means nothing. For various reasons the slavers did not care to publicize their activities. To escape paying a license fee to the crown and high custom duties on slaves taken into Hispaniola, they operated as smugglers, sneaking through the islands with their human cargo.

In all probability, the first slave ships which sailed into Florida harbors were welcomed by the natives. The Indians were naturally a happy people, friendly and hospitable to visitors, and it is more than likely that they greeted the first white man with gifts of fruit and game and trinkets. If that was the case, the Indians soon learned they had made a tragic error. The white men had not come to make friends—

they had come to capture human beings they could sell at high prices in the slave markets. And that was what they did, again and again. Inevitably, the friendship of the Indians turned to bitter, violent hatred.

As stated before, there is no existing record of such raids. But it is a known fact that both coasts of Florida were charted before 1502, because in that year the famous Cantino map was published, a map which shows the Florida coastlines with remarkable accuracy. It is more than likely that data for the map was furnished by pilots of the slaving ships.

Slave raids also would explain the fact that when Florida was "discovered" in 1513 by Juan Ponce de Leon, he was met by an aroused and fighting people, ready to battle him to the death.

Juan Ponce was quite a fellow. Born in Spain in 1460, he took part in the Moorish wars and then sailed with Columbus on his second voyage to the New World in 1493. During the years which followed he made an impressive record. His feats were so outstanding that by 1506 he was made administrator of Haiti. Three years later he was appointed as the first governor of Puerto Rico. There he became rich. His great plantations returned huge profits. He worked his slaves pitilessly and when they died, he buried them where they fell.

While in Puerto Rico Juan Ponce heard a story from the natives which fascinated him. He was told that to the north of Cuba there was a marvelous island—an island called Bimini. On this island, the natives said, there was gold, and silver, and precious gems, and spices and rare woods. That was not all. In Bimini there was a miraculous river—a river whose waters would restore youth to those who bathed in it. A veritable Fountain of Youth!

Intrigued no end by this alluring tale, Juan Ponce lost little time in persuading Ferdinand, king of Spain, to grant him a patent to conquer and exploit the island of Bimini. The document was signed February 23, 1512.

As every school child knows, Ponce de Leon sailed from Puerto Rico with a fleet of three ships on March 3, 1513. He did not discover Florida on Easter Sunday, as the history books used to say. Easter came on March 27 in 1513 and on that day his fleet was some four hundred miles from the Florida coast. Not until April 2 did he sight land and go ashore, probably about eighteen miles north of St. Augustine. But April 2 was still during the Easter season. Herrera wrote: "They named it 'La Florida' because they discovered it in the time of the flowery festival." Thus Florida got its name.

Needless to say, Juan Ponce did not find gold or silver in Florida, nor a Fountain of Youth either. He searched down the East Coast, through the Florida keys, and up the West Coast at least as far as the Ten Thousand Islands. And all he found on that long, hard journey were hostile natives who fought him fiercely.

An extraordinary thing happened down around Marco. One of the natives came forward to talk to the Spaniards. And he spoke in Spanish! Juan Ponce was amazed, and well he might be. For a man to discover a new country and then have a native speak to him in his own language would be disconcerting indeed. The Spaniards surmised that the Indian must have come from the West Indies. If so, he undoubtedly had brought word of the Spanish cruelties in the islands. Little wonder then the Indians failed to extend a warm and hearty welcome to the Spaniards.

After spending all summer on a fruitless search for loot, Juan Ponce returned to Puerto Rico, discouraged but not yet ready to give up. Eight years were to pass, however, before he returned to Florida. During that period he added yearly to his wealth. His immense plantation and great herds of cattle returned him lush profits. He also had a tidy income from his position as governor of the islands. Even so, he was not satisfied. He was convinced that gold could be found in Florida, perhaps far in the interior where he had not explored; mines as rich as any Cortez had just discovered in Mexico. And, being now sixty years old, he may have been more in need of a Fountain of Youth than he had been before. Anyhow, he was determined to go to Florida and try again.

Early in 1521 Juan Ponce began making preparations for the return trip. This time he intended to do a thorough job of exploration. His plans provided for the establishment of a permanent settlement which he could use as a base of operations. He left Puerto Rico February 20, 1521, with two ships, two hundred men, settlers and priests. He also had a herd of swine, fifty horses and agricultural equipment.

Somewhere on the West Coast, no one knows just where, he found an anchorage. Perhaps it was on the Caloosahatchee, or at Charlotte Harbor. It could easily have been in Tampa Bay. Any one of the places would have served his purpose. He wanted to explore the interior of the peninsula and certainly it was easier to explore the interior by sailing up a river or a bay than by marching through swamps and forests.

The landing place selected, no time was lost in bringing goods and men ashore, small boats shuttling back and forth between the ships and land.

But suddenly there came a rain of arrows from the shadows of the forests. And spears were thrown with deadly accuracy. Many of the spears and arrows found their mark and Spaniards fell. Their blood spilled upon the sand. The Spaniards rallied and brought their crossbows and arquebuses into use. But the brown figures of the Indians, darting in and out among the trees, made elusive targets. The battle raged for hours.

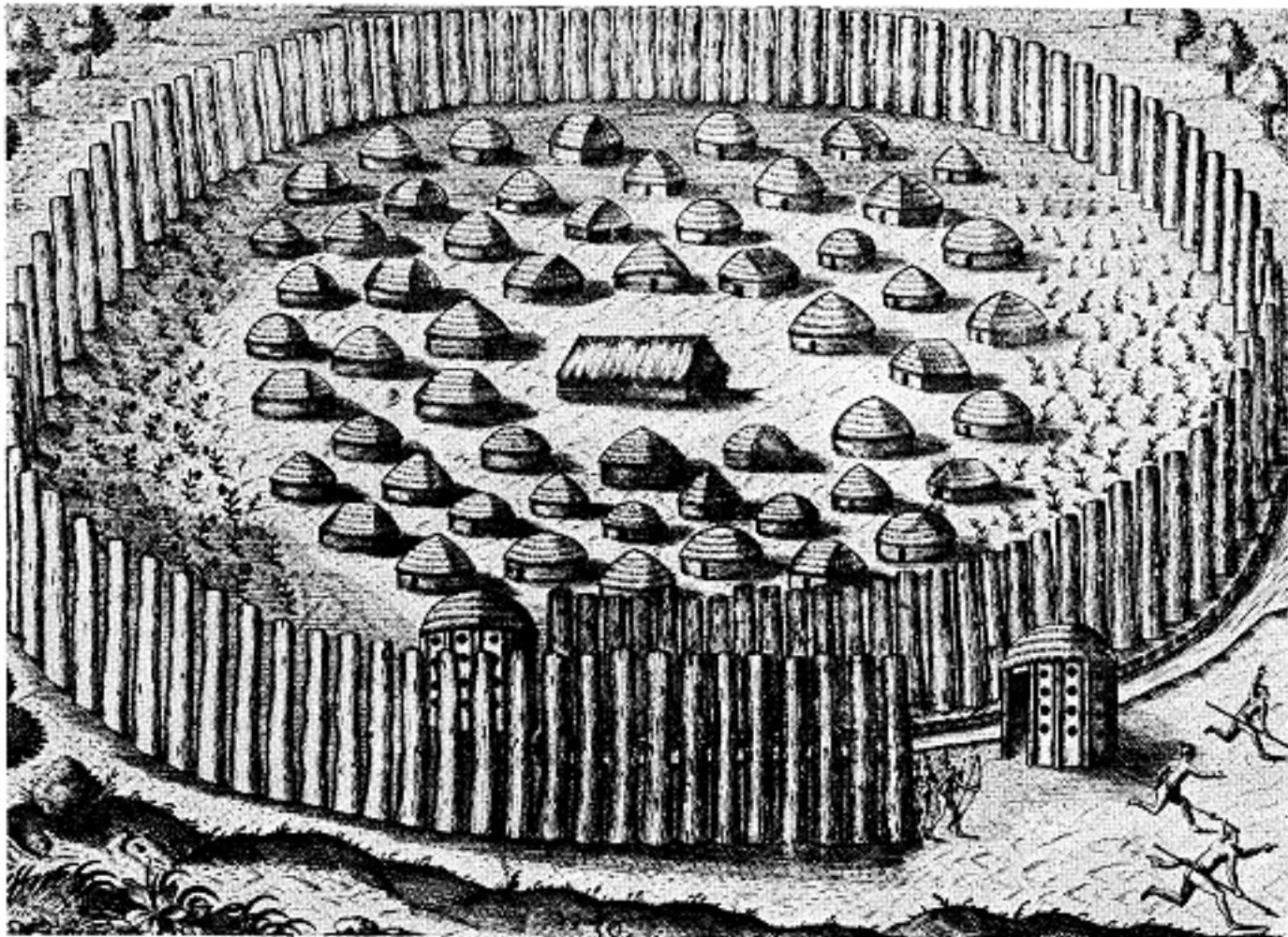
One of those who fell was the great conquistador, the daring adventurer, Juan Ponce de Leon. An Indian arrow penetrated his armor

and buried itself deeply in his body. He writhed in pain. Clutching his side, he staggered into a boat and was taken to his ship. And when the last of the survivors came on board, and the anchors were lifted, and the ships sailed away, Juan Ponce realized that his dream of conquest had become a nightmare.

Taken ashore at Havana, where his fleet went immediately after the battle, Ponce de Leon breathed his last. Instead of getting riches in Florida, he received a mortal wound. Instead of finding the Fountain of Youth and everlasting life, he met death. He died, but the name he gave the land he found, lived on.

By mortally wounding Ponce de Leon and thwarting his plans to establish a colony in their land, the Indians won an important round in the battle with the treasure-seeking Spaniards. But they had not delivered a knockout blow. Juan Ponce was dead but other Spaniards were to follow to renew the battle in the quest for riches.

One-eyed, red-headed Panfilo de Narvaez, a grandee like Juan Ponce who had become wealthy after years of conquest in the New World, came up the West Coast in the spring of 1528 with a fleet of five vessels, four hundred well-armed and armored men, and eighty horses. He knew of the existence of Tampa Bay and intended to land there. Old records state definitely that he hunted two days for the entrance to the bay, but without success. Giving up the search, Narvaez



A fortified Timucuan village of the 16th century, as pictured by LeMoyne.

sailed into the entrance of a smaller bay on Holy Thursday, April 9, 1528.

At the head of the bay a small Indian village was seen. The inspector, Alonzo Enriquez, landed and found some of the Indians. Making signs of amity, he called to them; they came forward and in barter gave him fish and several pieces of venison.

Encouraged by the indications of friendliness, Narvaez landed the next day, Good Friday, taking with him as many of his soldiers as his boats would hold. The landing party found the village deserted, the inhabitants evidently having fled at night. The dwellings of the village were small and round, like pigeon houses, with trees for uprights and thatched with palmetto leaves. In the center of the village was a barn-like house with whole trees for rafters, large enough to hold more than a hundred persons.

The Spaniards tramped through the entire village, turning over everything in the hope of finding gold. Suddenly a great shout arose. One of the soldiers, poking around some fish nets, had discovered a gold trinket. Everyone was thrilled. Lingering doubts about the ultimate success of the expedition were dissipated. Surely the trinket was positive proof that there was gold in Florida.

Narvaez ordered the remainder of his troops to land. The horses also were brought ashore. Of the eighty brought from Cuba, only forty-two remained alive and most of these were too weak to be of service.

"On the following day, Easter Sunday, Indians of the town came and spoke to us," stated Cabeza de Vaca, treasurer of the expedition, in his report to the king made years later. "As we had no interpreter, we could not understand what they meant. They made signs and menaces and appeared to say we must go away from the country. With this they left us and made off."

It would have been far better for Narvaez and his men if they had heeded the Indians' warning. But they did not. They spent several days exploring the surrounding country, finding several villages and a large field of maize—but no gold, and then proceeded northward. Narvaez gave orders for his ships to follow along the coast and meet him later—but they were never seen again. Indians followed Narvaez and his men, shooting at them with their deadly arrows. Food was difficult to find and many in the party became ill and died. When north Florida was reached, weeks later, the plight of the adventurers became desperate and they finally built boats to flee the country. One boat was wrecked near Pensacola, two were lost at Santa Rosa, and a fourth, carrying Narvaez, was blown out into the Gulf and swamped. Of the four hundred men in the expedition, only three besides Cabeza de Vaca managed to reach Mexico, and then only after several years of harrowing experiences.

Historians argued for years about the exact location of Narvaez' landing place. They now generally agree, however, that he turned in from the Gulf at Johns Pass and landed on the west side of Pinellas Peninsula at or near the Jungle. This conclusion is based upon a statement by Cabeza de Vaca describing an exploring trip made by Narvaez. "We took our way toward the north until the hour of vespers, when we arrived at a very large bay that appeared to stretch far inland," De Vaca stated. Old Tampa Bay is approximately a day's march due north of Boca Ciega Bay. Nowhere else in the state is there a large bay that distance north of another bay, scholars say, and hence the landing place has been fixed.

Narvaez' expedition ended in failure but his chronicler, Cabeza de Vaca, handed down the first known description of Tampa Bay. He wrote: "The port of which we speak is the best in the world. At the entrance are six fathoms of water and five near the shore. It runs up into the land seven or eight leagues. The bottom is fine white sand. No sea breaks upon it nor boisterous storm, and it can contain many vessels. Fishes in great plenty. There are a hundred leagues to Havana, a town of Christians in Cuba, with which it bears north and south." Beyond all doubt, that was Tampa Bay.

Although Cabeza de Vaca conveniently forgot to mention it, Narvaez undoubtedly treated the Indians cruelly before he departed from Pinellas Peninsula. Later explorers were told that when the Indians failed to tell Narvaez where gold mines could be found, he ordered the mother of Chief Hirrihigua thrown to his dogs. She was torn to pieces. And in the same playful spirit, Narvaez ordered his swordsmen to slash off Hirrihigua's nose, which was done. After that the Indian chief reportedly became a bitter enemy of the white men—naturally enough.

With the departure of Narvaez toward the north, Tampa Bay Indians had an eleven year respite from the Spanish maraudings. Then came that noted conquistador Hernando de Soto, that dashing adventurer whose name has become almost as much a part of Florida as mockingbirds and cabbage palms. A county has been named for him, scores of hotels, and countless stores, and restaurants, and even hot-dog stands. Truly, Florida has taken De Soto unto itself.

It would be nice indeed if De Soto could be described as a gallant, benevolent, kindly nobleman inspired by a desire to carry the story of the cross to the brown-skinned men of Florida. But to do so would be in direct contradiction to the facts. He certainly was brave and he may have been gallant according to a sixteenth-century definition of the word. But he certainly was neither benevolent nor kind. Not if old Spanish writers can be believed. Said one of them: "De Soto was fond of the sport of killing Indians."

If killing Indians was sport, then De Soto had sport galore during his lifetime. His record literally drips with Indian blood.

Born in Estremadura, Spain, about 1499, of an impoverished aristocratic family, De Soto went to Central America when twenty years old. There, during the next nine years, De Soto won his reputation as a "splendid" Indian killer. Spanish writers say he was devoid of mercy.

In 1528 he explored the coast of Guatemala and Yucatan and in 1532 went to Peru, where he played a prominent part in the conquest of the Incas' kingdom, and in stealing the Incas' wealth. His cruelties, as reported by the Spaniards, were almost unbelievable. But he gained renown as being a great conquistador—and also a princely fortune.

In 1536 he returned to Spain with 180,000 ducats. Now he was able to settle down and live the life of a Spanish grandee; also, to marry the beautiful and charming Isabella de Bobadilla. He should have been satisfied, but he wasn't. He wanted a province in the New World he could call his own. His thoughts turned toward Florida, and he was convinced that he could succeed where Juan Ponce and Narvaez had failed, and win Florida's riches for himself.

Pulling the right strings in the Spanish court, De Soto on April 20, 1537, obtained a commission as adelantado of the Lands of Florida and of Cuba. During the following year he gathered together an army of over seven hundred men, described as the flower of Spain and Portugal, and outfitted a fleet of nine ships. He sailed from San Lucar November 6, 1538, taking with him his bride Isabella.

The band spent the winter having a gay time in Havana and left there in high spirits May 18, 1539. Isabella stayed behind—to wait and wait, for a husband who would never return.

The ships in De Soto's expedition were heavily loaded when they sailed out of Havana's harbor. In addition to weapons of all kinds and hundreds of ferocious fighting dogs, they carried more than two hundred horses, fifty hogs and large quantities of nails, tools and even lumber. De Soto had no doubts about finding gold—and he intended to be ready to establish a colony as soon as he found the place where the mines were richest.

One week out of Havana, De Soto sighted an island near the entrance of Tampa Bay. And as his ships sailed closer, the conquistador saw a wavering wisp of smoke rise lazily into the turquoise sky. It rapidly became more dense and blacker. Silhouetted sharply against the snowy, woolpack clouds hanging over the mainland beyond, it was visible for miles. Minutes later, another column of smoke rose from another island farther north. Then, in quick succession, other columns began rising, up and down the coast as far as eye could see. The Indians had sighted De Soto's fleet and now were signalling that the dreaded white man had come again.

On the afternoon of May 25, De Soto went ashore on an island to reconnoiter. "Having fallen four or five leagues below the port and without any of the pilots knowing where the port lay, it was thereupon

determined that I should go and look for it," De Soto wrote in a report to the governor of Santiago.

The report made history because in it De Soto gave Tampa Bay its first name, Espiritu Santo. He gave it that name because the Spanish festival of Espiritu Santo, or Spirit of the Saint, fell on May 25, the day he had first sighted land. As stated before, Herrera labelled the bay "B. de Tampa" on the map he drew in 1601. Thereafter, some map makers used Tampa and others Espiritu Santo, depending on which one they liked the better. Many gave it both names.

De Soto's report to the governor is interesting for another reason. It was the first one ever written with a Florida date line, Espiritu Santo, Florida, July 9, 1539.

During the night of May 26 De Soto stayed on shore, making camp on the mainland near the mouth of a river on a point where he had seen some Indian huts. The Indians had fled, undoubtedly after they had seen the warning signals.

The following morning, the channel to the port was located and De Soto rejoined his fleet. Shoals extended across the channel at many places and five days passed before all the ships were anchored at the port, close to a small Indian village called Ucita. From Ucita too the Indians had fled.

A good description of Ucita and the camp the Spaniards established there is furnished by the scribe, the Gentleman of Elvas, who was a member of De Soto's force:

"The town consisted of seven or eight houses, built of timber and covered with palm leaves. The chief's house stood near the beach on a very high mound made by hand for defense. At the other end of the town was a temple and on the top of it perched a wooden bird with its eyes gilded. Some pearls, spoiled by fire and of little value, were found there."

The scribe went on to say that De Soto and his officers lodged in the chief's house while several smaller buildings were used to store provisions from the ships. The other buildings were destroyed, along with the temple and the small native huts. Dense thickets and towering trees around the village were cut down "for the space of a crossbow shot in order that the horses might run and the Christians have the advantage of the Indians if the latter should by chance try to attack by night. . . . Every mess of three or four soldiers made a cabin wherein they lodged."

All the horses and swine brought in the ships were taken ashore at Ucita, along with great quantities of supplies. The swine were penned up but many of them rooted through the fence and wandered into the woods. Perhaps they became the progenitors of the countless razorbacks still seen in Florida woods.

By the middle of June, 1539, the white man's first semi-permanent camp in Florida was established somewhere on the shore of Espiritu Santo Bay. But just where that "somewhere" was, no one knows for sure. To settle the matter once and for all, Congress in 1934 authorized the creation of the De Soto Expedition Commission. Headed by Dr. John R. Swanton, of the Smithsonian Institution, the commission spent three years digging through musty Spanish records. It finally issued a report stating that De Soto's camp at Ucita probably was located on Terra Ceia Island and that the conquistador probably had first landed at Shaw's Point, near the mouth of the Manatee.

The report immensely pleased the people of Sarasota and Manatee counties but it was anything but satisfactory to people elsewhere on Tampa Bay. St. Petersburg insisted that Dr. Swanton got his data all twisted and should have fixed the landing place somewhere on the other side of Tampa Bay, preferably right at the Sunshine City. And Tampa proudly pointed to its famous "De Soto Charter Oak" and argued that the ancient tree was living proof that the conquistador selected a Hillsborough River spot for his landing place. To add to the confusion, Historian John Blocker, of St. Petersburg, definitely "proved" in a treatise published in 1949 that Ucita undoubtedly was located at Philippi Park, on Old Tampa Bay.

There are many good reasons for a diversity of opinion among historians. Four different accounts of De Soto's expedition exist. Three were written by men who accompanied the expedition, the fourth by a man who got his information from one of De Soto's companions. All the accounts are different and all are unbelievably vague in their descriptions of localities. They can be given almost any interpretation.

Mother Nature has added to the difficulty of arriving at a general agreement. During the past four hundred years she has made countless major changes along the coast. Winds and tides have taken sand from one place and dumped it in another. Old passes and old channels have been closed and new ones opened. Keys which existed as recently as a hundred years ago have all but disappeared; others have become much larger. As a result of all this change, the vague descriptions of the Spanish writers become vaguer still; in fact, almost meaningless.

So, to be on the safe side, let us say that De Soto's camp at Ucita was located somewhere on the shore of Tampa Bay and let it go at that.

De Soto spent almost all the summer of 1539 hunting for the gold mines of his dreams. Up and down the coast and far inland he sent his men. He captured natives and tortured them, hoping to force them to tell where gold could be found. But he learned nothing, simply because the natives had nothing to tell. Indian guides who failed to lead the Spaniards to the fabled mines were thrown to the fighting dogs.

No doubt De Soto's men went to the Indian village known to have existed at the mouth of the Hillsborough River, where Fort Brooke

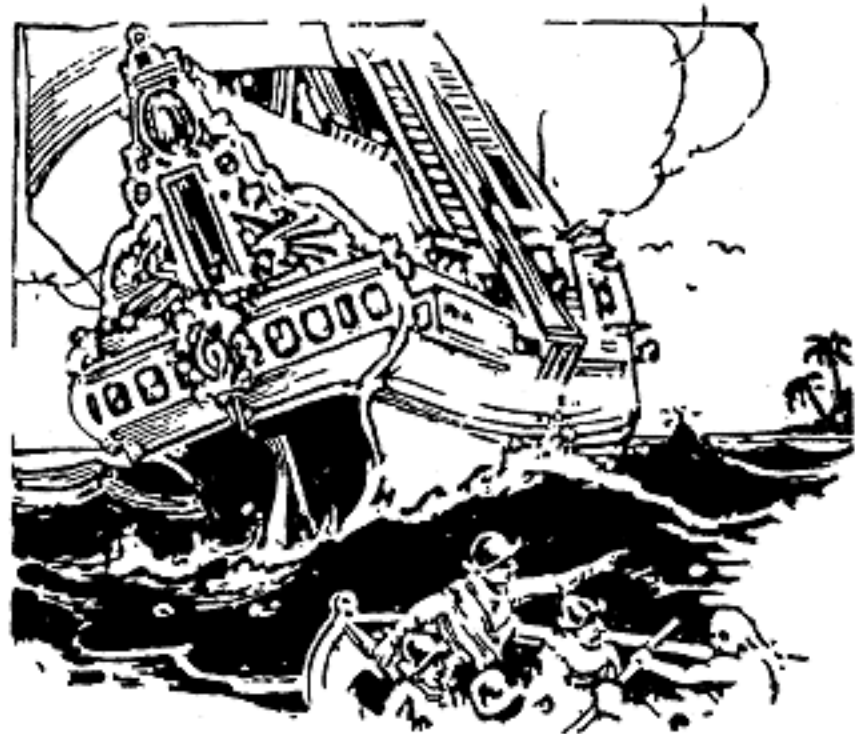
later was established. Perhaps he conferred with the Indians under the famous De Soto Oak. But if he did there is nothing in the records to document the statement. Instead of making a treaty with the Indians under the oak tree, as legend has it, the chances are De Soto destroyed the Indians' village on the river, just as he did all other villages his forces overran.

By autumn, De Soto had become convinced there were no gold mines in the Tampa Bay region. Hoping to get rid of him, some of his captives told him gold could be found at Ocale, near the present city of Ocala. So in November he sent the last of his ships back to Havana and abandoned the camp at Ucita. Before he departed, he burned all the buildings there, including those his men had built.

Then he started northward, pillaging and destroying as he went along. Many of his men were killed or wounded by revengeful Indians who lay in ambush along the trails. But the Indians were no match for the Spaniards with their armor, their guns and crossbows, and ferocious fighting dogs, and De Soto pressed on. Into north Florida he went, and then westward, ever seeking gold mines which always were just a few leagues ahead. Behind him he left a wide path of destruction discernible half a century later.

Finally he reached the Mississippi. There he died, perhaps of frustrated ambition, on May 21, 1543. His body was buried at night in the muddy waters of the river. Sixteen months later the remnants of his once resplendent army, by then despondent, ill and weary, finally reached Tampico and safety.

Thus ended the last great expedition to Florida in search of gold, and silver, and sparkling gems. There were riches in Florida, true enough, but not the kind of riches sought by the conquistadors.



The Tale of Juan Ortiz

There is a romantic sequel to the story of the Narvaez and De Soto expeditions.

When Narvaez failed to return, his wife sent a relief ship after him. On the ship was a young fellow named Juan Ortiz, a native of Seville. Somewhere in the Tampa Bay area Juan saw a split cane sticking in the

beach, holding a letter. Believing it might be a communication from Narvaez, Ortiz and another youth went ashore. They were seized by Indians. The other youth resisted and was killed. Juan was captured and taken to the village of Hirrihigua, the Indian leader whose mother had been thrown to the dogs by Narvaez and whose own nose had been cut off by Narvaez' men.

Hating all white men with venomous hatred, Hirrihigua ordered Ortiz burned alive. A scaffold of green wood was made and the young Spaniard was tied down upon it with deerskin thongs. Rich pine knots were thrown under the scaffold and set afire. Flames sprang up and seared his body. He screamed in pain. His suffering touched the heart of a daughter of the chief and she pleaded with her father for his life. Though one Christian might do no good, she said, certainly he could do no harm and it would be an honor to have him for a captive.

Reluctantly the chief yielded to his daughter's pleas and gave orders for Ortiz to be freed. The blazing wood was kicked aside, the youth was released from the scaffold, and the young Indian maiden tenderly dressed his burns. When he got well, Ortiz was told to stand guard at the Indian burial ground and keep wild animals away. During the first night he saw a wild cat attempting to carry off the body of a child. The stench of decaying corpses had made the Spaniard ill but he managed to throw a spear and kill the animal. His act was praised by the Indians and he was allowed almost complete freedom.

Three years later the village of Hirrihigua was burned by an enemy tribe, headed by Chief Mococo, and Hirrihigua moved his people to another port. Medicine men said the disaster had come because the Indian gods were angered at them for permitting Ortiz to live and demanded that he be sacrificed to appease their wrath.

Again the chief's daughter came to the Spaniard's aid. She told him he must flee to the land of Chief Mococo, two days' journey distant. She said she had learned that Mococo had asked about the youth and would like to see him. Ortiz traveled all night and in the morning came to a river bordering the territory of Mococo. There he was seen by fishermen. He could not speak their language and was saved from being killed only because an interpreter arrived and talked to him, and then explained to the others who he was. Taken to Mococo, he was welcomed.

Ortiz remained with Mococo until the arrival of De Soto, eight years later. Mococo sent Ortiz and nine Indians to contact the Spaniards. They met a party of Spanish horsemen who started to attack furiously. Ortiz attempted to cry out in Spanish but to his horror discovered he had almost forgotten the language. Finally, in desperation, he managed to gasp "Seville-Seville-Christian-Christian." Saved, he joined De Soto's expedition.

That's the story related at great length by Ortiz himself and reported

in full by two of De Soto's chroniclers. It is particularly interesting because it parallels almost exactly the story told in 1616 by Captain John Smith regarding his romantic rescue by Pocahontas. Many historians say that the Ortiz story, published in 1557, provided the theme for the Pocahontas tale—that Captain John Smith picked it up and used it to get publicity for himself. He got it. The Pocahontas tale has become a part of American lore while the Ortiz story unfortunately has never received the attention it deserved.

The hair-raising adventures of Ortiz undoubtedly occurred in the Tampa Bay area. The village of Hirrihigua was certainly located on Pinellas Peninsula, perhaps at Weedon's Island. The river crossed by Ortiz in his flight probably was the Hillsborough. Mococo probably lived somewhere in the region of the Alafia or Little Manatee river. He was a Caloosa chief while Hirrihigua was a Timucuan. That accounts for their enmity and also for the fact that they spoke different languages.

True Christians Followed De Soto

After the failure of De Soto's expedition, no more Spaniards fired with a lust for treasure came to Tampa Bay, or anywhere else along the West Coast.

But Florida was not forgotten by Spanish authorities. They could not forget it. The South Florida Indians were causing them too much trouble.

At that time, the principal Spanish storage points for treasure looted from the Aztecs and the Incas were Veracruz in Mexico and Cartagena in what is now Colombia. Ships sailing from those ports had to pass through the Florida Straits. They were often blown far off their course in tropical storms and wrecked upon the Florida coasts. Indians captured the survivors and took everything worth taking from the wreckage. They even took the treasure which the Spaniards had looted from the Incas and the Aztecs. From a Spanish viewpoint, this was downright reprehensible. The Spaniards were deeply pained.

Obviously the Spanish trade route had to be protected. Something had to be done. But what that something should be was a debatable question. The Spaniards had learned to their sorrow that the Indians could not be easily conquered. And to send in a force large enough to exterminate them would be extremely costly and dangerous.

The Florida problem was a thorny one for the Spanish authorities. It was so thorny that they finally consented to listen to the pleas of the Catholic clergy for permission to try to convert the savages. For years the Catholic Church had protested against Spanish outrages in the New World but the protests had fallen on deaf ears. But now the situation was different. Perhaps it might pay after all to treat the Indians decently. If the heathens could be converted and taught to refrain from making off with the loot the Spaniards stole—fine.

So it was that the first missionaries came to Florida. These men were true Christians. They differed from the conquistadors in every way. They were humble and considerate, not arrogant and cruel. They sought to teach Christianity by kindly deeds, not by brutality. They were good men, sincere in their beliefs, and also brave.

Such a man was the Dominican friar, Father Luis de Cancer Barbastro, more commonly known as Father Cancer. Accompanied by four other priests, he sailed from Veracruz early in 1549 intent upon founding a mission in Florida, somewhere far up the East Coast in a region where the natives had not learned to hate the Spaniards. But the captain of the ship was obstinate. He did not want to make so long a journey, so he headed straight for the Florida West Coast.

The exact landing place of the party is unknown. Most historians agree, however, that it was somewhere in the neighborhood of Tampa Bay, in a locality which had felt the full force of the conquistadors' invasions. While searching for a spot to build a chapel, three Spaniards were captured by Indians who crept upon them—Father Diego de Toloso, Brother Fuentes and a sailor. With them was taken a woman interpreter Father Cancer had brought with him—an Indian whom the Spaniards had captured as a child on this coast, taken to Havana and baptized as Magdalena.

Nine days passed before Father Cancer received any word of the fate of his companions. Then Magdalena appeared on shore. She said the whole country was aroused, fearing another invasion. But she added that the three captured Spaniards were still alive, prisoners at a village several miles away.

Hopes aroused by Magdalena's good news were quickly shattered. A man dressed like an Indian, but obviously a Spaniard, came running from the forest, plunged into the water, and swam to Father Cancer's ship. He was John Munoz, a soldier of De Soto's force who had been captured by the Indians ten years before. He brought the dreadful news that Father Diego and Brother Fuentes had been killed—he had seen their scalps.

Father Cancer was grief stricken. But he did not think of giving up his mission. He insisted on being taken ashore; perhaps he could convince these savages, despite everything which had happened, that he had nothing but good will in his heart. The others tried to make him change his mind, but he was adamant. Regardless of consequences, he must go ashore.

A boat was launched and Father Cancer was rowed toward the land. As the boat neared the shore, the priest stepped overboard and walked through the water to the beach. Indians came forward. They seized him, and with a club, beat him to death. He died, on June 26, 1549—a courageous martyr. The Indians did not kill him because he was a priest. They killed him because they could not understand that

this godly man was totally unlike the marauders, slave hunters and conquistadors who had come before him. He paid the penalty for sins that others had committed.

After the slaying of Father Cancer, the Spaniards might have left Florida in undisputed possession of the Indians indefinitely had it not been for pirates and the French.

Pirates of all nationalities began taking a heavy toll of Spanish shipping about the middle of the sixteenth century. Moreover, they had the temerity even to attack, ravish and plunder a number of towns on the Spanish Main. They not only took Spanish lives but Spanish treasure as well, and that was inexcusable.

To make matters worse, French Huguenots boldly sailed across the Atlantic in 1562 and established a fort and colony at Fort Royal, in what is now South Carolina. Spanish officialdom was incensed and alarmed. With the French at Fort Royal, the Spanish shipping route would be endangered.

To remove the menace, a Spanish ship was sent from Havana. But before it reached Fort Royal, the French departed for France, having run out of supplies. The danger was over, but not for long. Within less than two years, the Huguenots were back again. And this time they located even farther south, at Fort Caroline, close to the mouth of the St. Johns River, not far from present-day Jacksonville. Pirates soon began using the port as a rendezvous.

Spanish officials were now truly alarmed. The Spanish shipping lanes were more seriously endangered than before. And there was also an even greater danger. If the French consolidated their position at Fort Caroline, and then extended their control down the Florida peninsula to the Straits, Spain's position in the Western Hemisphere would be jeopardized and her priceless possessions imperiled.

In this extremity the king of Spain turned to a man long famous for his bravery and brilliance as a strategist; a ruthless man and perhaps a religious fanatic, but a great fighter and a great leader—Pedro Menendez de Aviles.

Born in Spain in 1519, Menendez ran away from home when fourteen years old and for the next sixteen years engaged in piracy. His feats were so daring and his prizes were so rich that in 1549 Charles V commissioned him to attack corsairs even in times of peace, granting him all the booty he could take. Records show he took plenty. Five years later he was appointed captain-general of the convoy which carried the trade between Spain and the Americas. In 1563 he was arrested on charges of grafting and imprisoned twenty months.

While in jail, Menendez' only son, Juan, was lost in a shipwreck off Bermuda while commanding a treasure fleet sailing from Mexico to Spain. Menendez was convinced that his son had not drowned and,

upon being released from prison, sought permission from the king to go and search for him.

The request came at exactly the same time that Spanish officials had become most alarmed about the French colony and fort in Florida. So a deal was made. Menendez was permitted to go and seek his son and, at the same time, establish a colony in Florida—and drive out the French.

The agreement with the crown provided that Menendez was to shoulder all the expense of the expedition. It cost him a million ducats. But he expected to get all the money back with compound interest. The king had promised him a grant of approximately 165 square miles of land in Florida of his own choosing. Moreover, he was awarded exclusive trading rights with a number of West Indies islands. And, in addition, he was given the right to prey upon pirates who swarmed the seas. He was to have the title of adelantado, or governor, of Florida.

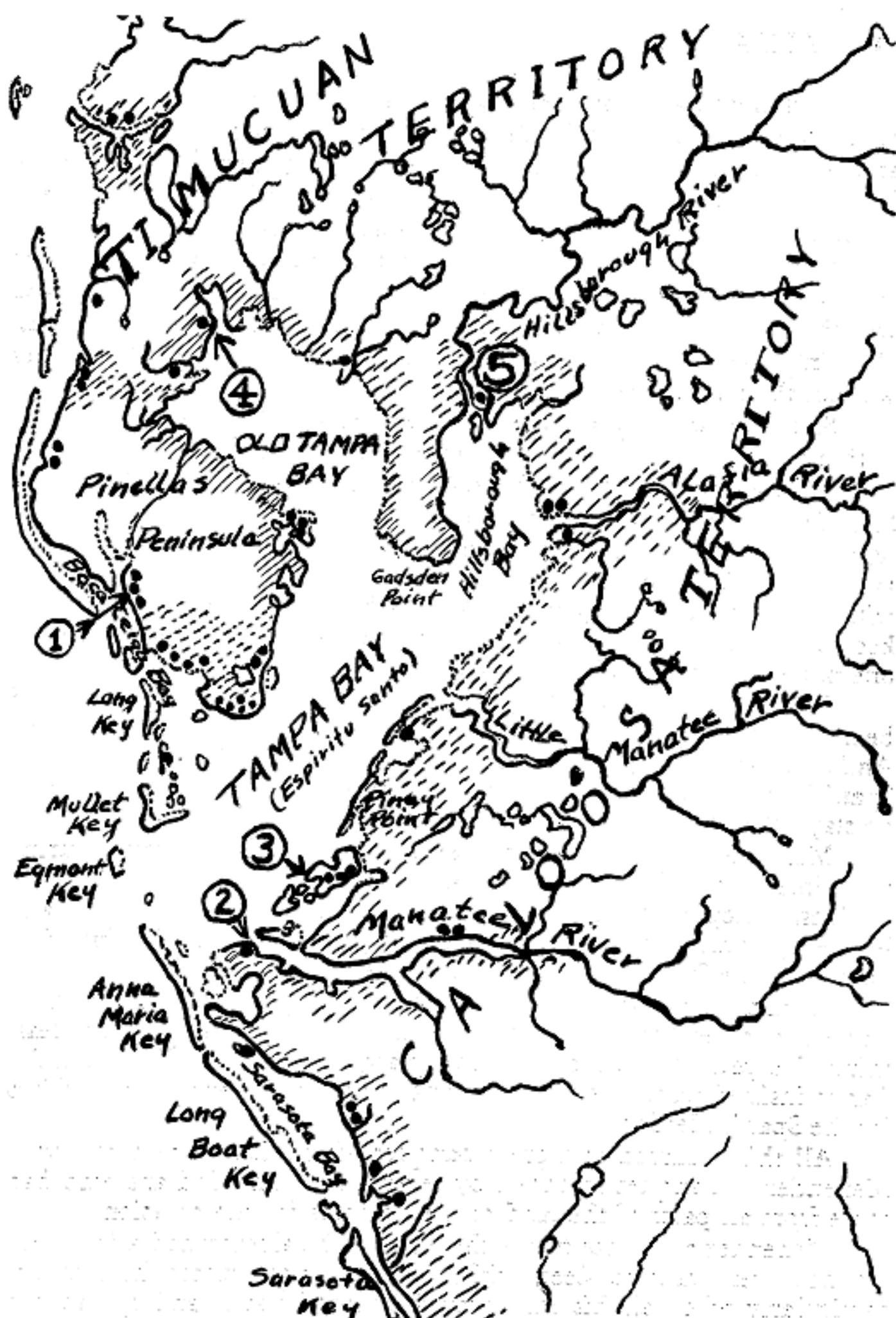
Sailing from Cadiz on July 8, 1565, Menendez reached Puerto Rico a month later and on August 28 entered and named the Bay of St. Augustine. He established a fort there. Just twenty-three days later, on September 20, he surprised the garrison at Fort Caroline and massacred almost everyone—men, women and children. After slaying them, Menendez hung their bodies on trees with the inscription: "Not as Frenchmen but as Lutherans."

Less than two weeks after the massacre, Menendez overtook two hundred French survivors of a shipwreck at Mantanzas Inlet and, after they surrendered to him and laid down their arms, massacred all except eight who said they were Catholics.

It is possible that these two massacres in a row satisfied Menendez' thirst for Lutheran blood. Soon afterward he swooped down upon a hundred and fifty Frenchmen at Cape Canaveral who were trying to build a boat in which to flee and, when they surrendered, he refrained from killing them. He merely captured them.

Now that Florida was cleared of Frenchmen, by massacre and by capture, Menendez was master of north Florida. He looked about him and decided he had won a rich domain. In jubilation he wrote to the king of Spain: "The province of Florida will bring enormous profits from vineyards, sugar, cattle, ship stores, pearls, timber, silk, wheat and endless supplies of fruit. And I assure your Majesty that in the future Florida will be of little expense and will pay your Majesty much money and will be of more value to Spain than New Spain or even Peru."

Had Menendez been content to settle down and develop his St. Augustine domain, his name might not have appeared in West Coast history. But he had other plans. He decided to establish a fort in Caloosa territory, on the southwest coast, to make his hold on Florida secure. Perhaps he also wanted to make it a base of operations against the pirates, whose ships and cargoes he had been given the right to seize.



Map of the Tampa Bay region in 16th century. Heavy dots indicate shell mounds where Indian villages were located. Dotted lines show coasts bordered by tidal marshes of mangrove swamps. Legend: 1—Probable landing place of Narvaez in 1529. 2—Shaw's Point, where Hernando De Soto probably first landed in 1539. 3—Terra Ceia Island, where De Soto probably established camp at Indian village of Ucita. 4—Probable site of Tocobaga where Narvaez established fort in 1567. 5—Present site of Tampa.

Menendez had other reasons for wanting to go into Caloosa territory. He had heard that the Caloosas held a number of Spanish captives and he wanted to find out if his son was among them. Moreover, he had been told that Indians crossed the peninsula by boat and he wanted to find their waterway. In addition to all this, Menendez wanted to recover some of the treasure he had been told the Caloosas had salvaged from wrecked ships. Waterfront gossipers in Havana estimated Caloosa wealth at millions of dollars, in gold and silver and precious gems. Certainly the Caloosas had wealth worth looking for, and Menendez was not the man to pass wealth by.

So to the land of the Caloosas Menendez sailed, in February, 1566, with a fleet of seven ships and hundreds of fighting men.

On the seventeenth of the month the hawk-eyed, beetle-browed Spaniard had his first meeting with Carlos, the Caloosa chief, a man who looked exactly like the man he was, a real leader. Nearly six feet tall, the Indian was heavy-boned and broad-shouldered, and walked with the easy grace of a panther. His dark eyes, almost jet black, were keen and piercing. They were the eyes of an alert and intelligent man, one not easily deceived or intimidated.

Carlos showed no hesitancy in giving up eleven Spaniards he had been holding as captives. But Menendez' son was not among them. And the Spanish captives did not appear overjoyed at being freed. Three Spanish women who had married Indians and borne children insisted on staying where they were.

Menendez remained several weeks in Caloosa territory. During that time he and his men spent much of their time trading with the Indians, swapping almost worthless gadgets for gold, and silver, and jeweled ornaments the Caloosas had salvaged from wrecked ships. Just how much the Spaniards obtained has never been revealed.

From the Caloosas, Menendez got one thing he never expected, or wanted—another "wife." She was the sister of Carlos; a woman at least thirty-five years old, almost an old squaw, and "not at all beautiful." Carlos insisted upon the union, saying it would cement his friendship for the Spanish leader.

All this occurred at a great banquet which Carlos held to honor Menendez; a banquet attended by several thousand Indians who had come from all parts of the land of the Caloosas for the occasion.

Menendez could not marry the woman—he already had a wife. He did not even want to sleep with her, as Carlos wanted him to do, particularly when all his men would know about it and spread the story throughout the Spanish realm. He would be laughed at for years. Besides, the woman was homely. He finally thought of an excuse. "Christian men," he said to Carlos, "do not sleep with women who are not Christians."

Carlos replied tartly that since he had taken the white lord as his brother, he and all his people were Christians also. "One blood, one heart. There is no difficulty."

While Menendez pondered over his predicament, feasting at the banquet continued. Many wine casks were brought from the Spanish ships. Everyone drank and became merry. Menendez began to feel quite good. His moral scruples, if he had any, began to melt away.

At this opportune moment, the chief's sister returned to the banquet hall. Christian women had taken her away, and bathed and clothed her. Now she "appeared much better than she had before when she was naked." Menendez looked at her again and now he was not displeased. The bathing, and clothes, had done wonders. She was really not half bad, after all. He seated her next to him "and said many things to her through the interpreter which pleased her." They danced.

A sprightly account of all that happened has been handed down in a narrative written by Gonzalo Solis de Meras, brother-in-law of Menendez, who was with him at the time.

"And when the dance was ended," Solis wrote, "they conducted her to rest on a bed which Menendez ordered to be made for her and he followed. And in the morning she arose very joyful and the Christian women who spoke to her said she was much pleased."

Thus it was that the first "marriage of diplomacy" occurred on American soil—Menendez, the adelantado, "married" to the sister of Carlos, the Caloosa chief. His "wife" was given the name of Dona Antonia and the harbor where the "marriage" occurred, San Anton. Historians say this harbor was located somewhere in the Caloosahatchee-Charlotte Harbor area, probably at Pine Island.

Soon afterward, Menendez departed. Dona Antonia went with him because Carlos insisted. Back in Havana, Menendez placed her in the care of his friends. Then he became absorbed in other affairs—mutiny at his colonies on the East Coast and trouble with the Indians in north Florida.

Menendez did not forget the harbor of San Anton. He had not yet established a fort in Caloosa territory and neither had he been able to find the cross-peninsula waterway the Indians were said to use. So he ordered one of his captains, Francisco de Reinoso, to return to San Anton, establish a fort and hunt for the waterway.

Almost a year passed before Menendez returned to Carlos' village. He arrived March 3, 1567, bringing Dona Antonia with him. When Carlos saw that she did not have a child, he was deeply offended. And he became even more offended when his sister told him that Menendez had not lived with her at any time while she was away, even though she humiliated herself by begging him to be tender and loving. Carlos never forgave Menendez.

Two priests were with Menendez when he returned. They were Father Rogel and Father Villareal, both of the Society of Jesus. They were sincere, humble Christians and if they had accompanied Menendez on his first trip and proceeded in their own way to convert the Caloosas, the course of West Coast history might have been greatly changed. But they came too late.

Not knowing that, Father Rogel built the first Christian mission on the West Coast, probably at Pine Island, at the mouth of the Caloosahatchee. During the following year he learned the Caloosa language and started to compile a Caloosa dictionary. His work has disappeared. Some day it may come to light among the millions of Spanish documents, still untranslated, which are stored in the archives at Seville. If so, Tampa may discover the meaning of the Caloosa word "Tanpa" from which the city got its name.

Fort Established on Tampa Bay

To his regret, Menendez was informed by Captain Reinoso that the sought-for waterway across the peninsula had not been found. But Reinoso told his chief he had learned that it lay in the country of Tocobaga, an Indian chief living at the head of a large bay fifty leagues distant up the coast.

Tocobaga, a Timucuan, was a bitter enemy of Carlos and even then held captive eleven of Carlos' people, including one of his sisters. The desire of Menendez to go to Tocobaga and find the waterway pleased Carlos greatly. Now he might find a chance to get revenge. But when he divulged his thoughts to the Spanish leader, he was quickly silenced. Menendez told him flatly that he had no intentions of fighting Carlos' battles. All he wanted to do at Tocobaga, he said, was find the waterway.

On the morning of March 7, 1567, Menendez set sail for Tocobaga, taking with him a fleet of six brigantines. Carlos went with him. The fleet arrived at the entrance to Tampa Bay that evening. There was no moon but the wind was favorable. With an Indian guide to serve as pilot, the fleet proceeded up the bay and arrived at the village of Tocobaga an hour before daybreak, without being discovered. The village undoubtedly was located at what is now Phillippi Park, north of Safety Harbor.

Anchoring, Menendez ordered a Spaniard who knew the Timucuan tongue to go ashore and proclaim in a loud voice that he came in peace. This the Spaniard did. The Tocobagans, awakened at such an early hour in such a manner, fled in terror with their wives and children. Tocobaga alone remained with six companions and his wife.

When daylight came, the Indian chief sent a Christian slave out to Menendez' ship to thank him for not having burned his village. The slave was a Portuguese trader who had been held captive by the Toco-

bagans for six years. His bark, laden with maize and chickens, honey and woolen blankets, had been wrecked on the coast while headed for New Spain. Members of his crew had been killed but he hid in the woods for a month, living on shell fish, palmetto hearts and acorns. Finally captured, he had been required to serve Tocobaga as a cook.

With the Portuguese to serve as an interpreter, Menendez went ashore and talked to the Indian chief. Tocobaga told the Spanish leader that other white men had come to that region some time before and had killed other chiefs, his friends, because they could not give them maize. And these white men, Tocobaga said, were followed by other white men who slew the first. Tocobaga asked what kind of a man Menendez was—like the first white men who had killed his friends or like the second group. Menendez assured him, of course, that he was a true Christian and would not dream of harming others.

Menendez remained several days in Tampa Bay, talking peace terms and searching for the waterway. But on the third day he was alarmed. A great crowd of warriors assembled, estimated at fifteen hundred. Tocobaga had sent out messengers to tell of the Spaniards' arrival and the Timucuans streamed in from all directions, fully armed and ready for action. After that, Menendez did not tarry long. At a final peace conference, arrangements were made for an exchange of prisoners



Photo by Burgert Bros.

Beautiful Hillsborough River probably served as a natural boundary which separated the powerful Caloosa and Timucuan Indians in the 16th century.

between Carlos and Tocobaga, and the Timucuan leader said he would not object if Menendez left a force of men to establish a fort.

Menendez then departed with his fleet, leaving thirty soldiers under the command of Captain Garcia Martinez de Cos, who is reported to have remained sorely against his will.

Once more Menendez had failed to find the cross-peninsula waterway. And, needless to say, he never did find it.

On his return trip down the coast, Menendez stopped only a day at San Anton. Sensing a growing enmity of Carlos toward him, he increased the garrison at the fort by fifty men and departed for the East Coast. He left Dona Antonia behind.

After the departure of Menendez, Carlos was bitter. He was humiliated by the way the Spaniard had treated his sister. He was angry because Menendez had established a fort in his land. And he had become convinced that the adelantado's only aim was to conquer and enslave his people. He refused to listen to Father Rogel when the priest spoke of Christianity. Having seen how the Spanish conquistadors practiced Christianity, he wanted none of it.

Less than two months later, Carlos was executed by the Spaniards, along with twenty of his leaders. Old records say that the Indians had made several attempts to destroy the Spaniards and were finally caught in a flagrant plot. It's just as likely they were executed because they refused to bring out any more Spanish treasure they had hidden. In all events, they were killed and Pedro Menendez Marquez, nephew of the adelantado, stated six years later that he beheaded Carlos himself "along with twenty others of the most guilty and had a judicial record of it drawn up."

Don Felipe, son of Carlos, succeeded his father as chief late in May, 1567. For a time he did nothing to antagonize the Spaniards.

Father Rogel continued to hold services in his crude chapel and also made a number of trips to Tocobaga where he tried to convert the Timucuans. He had some success with the children at both places, particularly when he had gifts to distribute, but little or none with the older Indians. They were polite to him but seldom could be persuaded to enter the chapels. The priest spent most of his time consoling the Spanish soldiers at the two garrisons. They had no liking for these forts in the wilderness and longed to return home.

In one of his reports, Father Rogel told of his troubles with the Timucuans at Tocobaga. "When an Indian falls sick," he wrote, "they say that one of his souls has escaped, and the medicine man goes to the forest in search of it and herds it back like one drives goats to an inclosure. Seizing the sick man by the throat, they force the truant soul back into him again and light fires all around to keep it there. When a man dies, his principal soul enters an animal or a fish, and when this dies, enters a smaller one, and so descends until it reaches nothingness.

Hence it is difficult to convince them of the immortality of the soul and of the resurrection."

Serious trouble for the Spaniards began to develop late in 1567, both at San Anton and at Tocobaga. At both places the Indians refused to bring in food as they had before. The situation finally became so desperate that Father Rogel was persuaded to go to Havana to obtain supplies. He left on December 10 and returned a month later on a ship commanded by Menendez Marquez, the nephew of the adelantado. After putting some of the food ashore at San Anton, they proceeded up the coast to Tampa Bay.

At Tocobaga a shocking surprise awaited them. The fort had been burned and twenty-six of the soldiers and their leader, Captain de Cos, had been massacred while foraging for food. Three others had been captured and they too were killed when the Spanish ship came in sight. Menendez Marquez landed with his men, buried the three Spaniards, and then burned the village.

Back at San Anton again, Father Rogel persevered in his efforts to convert the Indians. But their enmity toward the Spaniards was too great for him to overcome. He finally departed in sorrow and was succeeded by Father Alamo. He too found the assignment hopeless.

The Indians continued to refuse to bring in food. And the Spaniards, knowing what had happened to their comrades at Tocobaga when they went foraging, did not dare leave the fort. They became hungrier and hungrier.

Perhaps in an effort to break the Caloosas' spirit, Menendez Marquez adopted drastic measures. Don Felipe and eleven of his petty chiefs were captured and charged with treacherously plotting the destruction of the Spaniards. They were, of course, found guilty and were executed on December 17, 1568.

The Spaniards gained nothing through the execution, or murder, of the Caloosa chiefs. Protected as they were by their fortress walls, and heavy armor, and arquebuses, and fighting dogs, they were safe from Caloosa assault. But they were not safe from hunger. And when the Indians adopted a scorched earth policy, burned their nearby villages, and disappeared into the forests, the position of the Spaniards became untenable. Unable to get enough food to satisfy their needs, they were forced to abandon the fort and mission, late in December, 1568.

As they sailed out into the Gulf they saw rising from Pine Island a great pillar of smoke. The Caloosas had returned and set fire to the fort and mission buildings. The act was a final gesture of defiance. The Spaniards had killed Carlos, and Don Felipe, and many of the bravest warriors, but the Indians' fighting spirit remained unbroken.

Then, for many years, the Indians of the West Coast were unmolested by the white man. They were truly too tough to conquer and too stubborn to convert. So they were left alone.

During the Era of Peace

For more than two centuries following the massacre of Captain de Cos and his men at Tocobaga, the Tampa Bay area slipped into oblivion so far as recorded history is concerned.

Soldiers and priests had left. With them went the scribes who told of passing events. No one remained to tell through the written word of the activities of the Tampa Bay Indians. Missionaries may have come to the bay from Spanish settlements farther north, but if so they left no record of their journeys. There is nothing to show they ever established missions anywhere in the bay region.

Life went on much as it had before the white man came. Indian mounds built after the departure of Menendez show that the natives lived just as they had lived before—fished and hunted, planted their fields of maize, worshiped their gods, and fought each other now and then. But now they had new ornaments—bright, shiny disks hammered out of coins the Spaniards had left behind, and gold chains and beads salvaged from the wrecks of Spanish ships. They also had new weapons made of copper, iron and steel. These the Indians highly prized.

Years passed. And then there came the day when the first Spanish trader from Cuba sailed into Tampa Bay. His ship was small and he had no fighting dogs, or deadly muskets, or force of fighting men. He was just a lone trader with perhaps his wife and a child or two.

The Indians recognized him for what he was and had no fear of him. They had no difficulty in learning what he came for—traders everywhere use almost the same sign language. He wanted to get alligator hides, and deer skins, and furs, and anything else the Indians had to offer. To pay for them he had many articles which struck the Indians' fancy—knives and axes, kitchen utensils, pottery, bolts of gaily colored cloth, and trinkets of all kinds.

The natives were well satisfied with the deals they made, and so was the trader. Before long he was followed by other traders. Soon there was a lively traffic in goods between Cuba and the West Coast.

Proof of the improved relationships was furnished in 1612 when a peace mission from St. Augustine under Lieut. Juan Rodriquez de Cartayo sailed into Tampa Bay, exchanged gifts with Indian chiefs, and then went on down the coast to the Caloosahatchee to the principal town of the Caloosa Indians. Everywhere he found the Indians friendly.

Cartayo was much impressed with the Caloosa chief and in a letter to Governor Juan Fernandez de Olivera expressed the hope "that within a short time monks will be able to go there in safety and reap great harvest because this cacique has more than sixty towns of his own besides many others which pay him tribute."

But Cartayo's hope apparently was never realized. Spanish records indicate that the Caloosas had had enough of missionaries. One old document reveals that in 1680 a reconnaissance of the Caloosa territory

was made preparatory to the resumption of missionary work but that the emissary was turned back. Another old document states that a similar missionary effort made in 1697 had the same fate.

Even though the West Coast Indians turned the missionaries back they continued to welcome Spanish traders. The historian Barcia reported that in the one month of March, 1697, the trade with the Caloosas totalled \$17,000.

But the Spanish traders brought something to the West Coast besides gayly colored cloths, and trinkets, and other things the natives wanted. They brought something for which the Indians paid a dreadful price. They brought diseases—white man's diseases.

The Indian Tribes Are Decimated

Back in the booming 1920s a gruesome discovery was made on Cypress Street in Tampa. Digging foundations for a home on land he had just purchased, George Henriquez came across a human skeleton just below the surface. Soon afterward he found many more, nearly two hundred altogether.

The burials had been made in a most unusual manner. One man, apparently the chief, had been buried in an upright manner and the bodies of all the others extending outward horizontally from the chief like the spokes of a wheel. Only a little earth covered the skeletons.

Dr. Mathew W. Stirling, of the Smithsonian Institution, who examined the skeletons, said he believed all the Indians had been buried at the same time late in the seventeenth century and probably were victims of an epidemic of smallpox.

That explanation may or may not be correct. But it is a known fact that the native Indian tribes of Florida were ravaged by white man's diseases when they were at the peak of their strength. They died like flies from smallpox, measles and yellow fever, diseases they did not have before the white man came. Whole villages were wiped out. Sometimes the bodies of the victims were heaped up by the score and hastily covered with a thin layer of earth; sometimes they were left untouched, unprotected from the elements and scavenger birds and beasts.

Records of Spanish missionaries indicate that nearly half of the Timucuan Indians in the northern part of the peninsula were victims of a dreadful plague which lasted from 1613 to 1617, and that the tribes were further decimated by a fearful epidemic in 1672. Unquestionably the epidemics extended into the Tampa Bay area and farther south, as proved by the mass burials so often found. No one knows how many natives died but certainly the tribes were weakened tragically.

The decline of the West Coast tribes was hastened by the English slave raiders, as rapacious and as ruthless as the Spanish slave raiders had been before them.

The English had settled Carolina and moved on into Georgia. Ever hungry for more land, they clashed repeatedly with the Spanish and

the Spaniards' Indian allies in north Florida. With their own Indian allies, the Yemassee, they drove deep into the peninsula. Many of their raids were made on the pretext that they were seeking runaway Negro slaves. But almost invariably they seized Indians they could sell at high prices in the slave markets farther north.

The Spanish governor at St. Augustine reported in 1708 that thousands of Christian Indians had been captured by the English in north Florida and that only three hundred men, women and children remained and that "even these are being carried off daily."

The Yemassee allies of the English later established slave hunting routes deep into Florida and made raids as far south as the Caloosahatchee. Undoubtedly forays were made in the Tampa Bay region. But no one will ever know how many Indians were captured. The English slavers, like their Spanish predecessors, kept no records.

As a result of the epidemics and slave raids, the once thriving villages around Tampa Bay disappeared. The only Timucuan and Caloosas heard of thereafter were in straggling bands employed by Spanish fishermen.

Spaniards began coming to the West Coast to get fish for the Cuban markets early in the eighteenth century. They established fish "ranchos" on the keys where they dried and salted their catch.

A number of such ranchos were seen in 1769 by Bernard Romans while preparing a map of the West Coast for the British government. Apparently one was located at the tip of Pinellas Peninsula because Romans labeled it "Fishermen's Point." He said the Spaniards fished from September to March, using about thirty vessels of from fifteen to forty tons and employing from twelve to forty men. He said they salted a thousand tons of fish each year and also netted huge quantities of mullet from which they took nothing but the roe.

Bernard Romans did much more than report about the fisheries. For instance, he was the man who named Hillsborough River and Hillsborough Bay.

Lord Hillsborough Gets on the Maps

When England acquired Florida from Spain in 1763 in exchange for Havana, no good map of Florida existed. The West Coast particularly had been neglected by the Spaniards. Six years before, in 1757, the Spaniards had prepared a chart of Tampa Bay but it is noted more for the spectacular pictures of Indians and wild animals which adorn it than for accuracy.

Desiring good maps of their newly acquired possession, the British government turned the task of preparing them over to William Gerard de Brahm, surveyor general of the southern district of North America. In 1769 Brahm appointed Romans as his chief deputy surveyor and put him in charge of the map preparation project.

Born in Holland, Romans had spent some time in England and had come to America about 1760. He was a good engineer, an excellent navigator, and a mathematician. He also was a first-rate botanist and an accomplished writer. Placed in charge of the Florida map making job, Romans went to work immediately and by the summer of 1772 had the Gulf coast charted.

During this period the British secretary of state for the colonies was Lord Hillsborough, an irascible fellow who had little love for American colonists and opposed granting them any concessions. Some historians say that Hillsborough's stubbornness did more than a little to aggravate the Americans to the point where they finally shouldered muskets and started the unpleasantness called the American Revolution.

Romans' first map of Florida was sent to Lord Hillsborough on August 14, 1772, by Peter Chester, then governor of West Florida. With the map went a request that Romans should be given an annual pension of fifty pounds a year, in addition to his regular pay, because of his excellent work.

Perhaps Romans had no idea of apple polishing when he prepared his map. Perhaps he gave no thought to the annual pension which was being requested of Lord Hillsborough. Perhaps it is mere coincidence. But it is a fact that on the charts of the Florida coasts sent by Romans to the secretary of the colonies, his lordship was well remembered. On the East Coast, the river now known as the Indian River was labeled



Photo by Burgert Bros.

Brown-skinned Indian warriors stalked through these Florida wilds before the Spaniards came to loot, and kill and conquer.

Hillsborough River. And on the West Coast, Hillsborough's name was perpetuated again in another Hillsborough River and also in Hillsborough Bay, the eastern arm of upper Tampa Bay.

There is no way of knowing, of course, whether Lord Hillsborough was pleased by having been so well taken care of on the map. But certainly he could not have been too badly irked because it is a matter of record that on December 9, 1772, word came from London that Romans' fifty pound pension had been granted.

The Hillsborough names were carefully preserved on the first known official British map of Florida, published February 20, 1775, by Jeffery, "Geographer to His Majesty." And the names of Hillsborough Bay and Hillsborough River have endured ever since, a binding link between historic Tampa Bay and a man who never set foot on Florida soil, disliked American colonists, and did much to precipitate the American Revolution. The association was made even more binding in 1834 when the Florida territorial assembly created a new county and, in its infinite wisdom, tacked onto it the name of Hillsborough.

While holding the job of secretary of state for the colonies, Hillsborough secured a grant of Florida land but he never took possession of it. In fact, the American Revolution got under way before his lordship could even determine what land he wanted. As a result, his grant was nullified when Spain regained possession of Florida in 1783.

But the names of Hillsborough Bay, Hillsborough River and Hillsborough County still remain, potent reminders of the fact that his lordship once wielded a mighty stick in the land of the Roaring Lion.

Delayed Recognition Comes to Tampa Bay

The Hillsborough names were all that Tampa Bay got from the British during the two decades they possessed Florida, from 1763 through 1783. Englishmen swarmed into St. Augustine and caused that ancient city to boom as it never boomed before. They also gave Pensacola a mighty boost. But they disregarded the Tampa Bay region completely; so far as is known, not one Englishman ever set foot there during the period of British rule with the idea of settling.

Tampa Bay also was forgotten by the Spaniards when they regained Florida in 1784. Not until many years later, after the War of 1812 was ended, did the bay receive the attention it long had merited.

Seminole Indians finally forced the United States to realize that possession and fortification of Tampa Bay was a military necessity.

The Seminoles were relative newcomers to Florida. Most of them were Creek Indians of Georgia who had come to Florida with the British during the eighteenth century to kill and capture and enslave the Spanish-speaking Indians. They took over raided Indian villages and settled down. They farmed and raised cattle and hogs. As the years passed they severed all ties with the Creeks in Georgia and became

known as the "runaways," or Seminoles. Numerically strong, they dominated other Indian tribes in Florida and ultimately the whites referred to all Florida Indians as Seminoles.

For military reasons, the British assiduously cultivated the friendship of the Seminoles and induced them by various means to wield their scalping knives with zeal on the heads of luckless Americans at every opportunity. During both the Revolutionary War and the War of 1812, the Seminoles were allies of the British.

British-inspired hatred of the Seminoles toward Americans was intensified by countless border clashes. The Indians protected Negro slaves who escaped from Georgia plantation owners; the Indians held lands Americans coveted; the Indians owned herds of cattle the white man wanted. So, at more and more frequent intervals, Americans raided Indian territory, recapturing runaway slaves and stealing cattle. The Indians retaliated with raids into Georgia and South Carolina, murdering families and burning homes.

War between Americans and the Seminoles was inevitable and war came, on December 26, 1817, when the War Department ordered General Andrew Jackson to take whatever steps were necessary to put the Indians in their place. The offending Seminoles were in Florida, and Florida was owned by Spain, but that made no difference to hard-boiled Jackson.

The resulting conflict, known as the First Seminole War, was amazingly brief. On March 8, 1818, Jackson marched into Florida with a force of three thousand men. The Seminoles and their Negro allies were ill-prepared to engage such an army and instead of fighting a major battle, they retreated. In pursuing them, Jackson destroyed twenty Indian villages, took thousands of bushels of corn, and made off with two thousand head of cattle. Great areas of the Indian territory were devastated. The "fighting" was ended by April 20.

When Jackson invaded Spanish-owned Florida he undoubtedly had more in mind than the subduing of the Seminoles. He held a grudge against Spain for lending aid and comfort to the British during the War of 1812 and there is little question but that he intended to use this opportunity to seize Florida and hold it, regardless of consequences. Proceeding on that line, he captured St. Marks on April 7 and Pensacola on May 25.

Immediately thereafter, General Jackson sent his aide-de-camp, Captain James Gadsden, on a reconnaissance down the West Coast to find the best locations for a chain of seacoast defenses which would prevent a foreign power from again getting a foothold in Florida, as Great Britain had done four years before.

In a report made to Jackson August 1, 1818, the establishment of a fort at Tampa Bay was recommended for the first time. Said Gadsden:

"The Bay of Tampa, in latitude 27 degrees 36 minutes, is esteemed one of the finest harbors in the Gulf. Its entrance is bold, admitting of four fathoms at low water and from its peculiar situation must at no distant period become valuable as a maritime depot for Florida. As such it must be embraced within any chain of seacoast defenses which may be constructed and its occupancy is all important at this period. It is the last rallying point of the disaffected Negroes and Indians and the only favorable point from whence communication can be had with Spanish and European emissaries. Nicholas, it is reported, has an establishment in that neighborhood and the Negroes and Indians driven from Micosukee and Suwaney towns have directed their march to that quarter."

In stressing the need for a fort at Tampa Bay, Captain Gadsden emphasized the fact that the invasion of Florida by the British in the War of 1812 would have had most serious consequences if the war had not ended when it did. He pointed out that the British, with their Seminole allies, could easily have cut through to the Mississippi and thereby "united the four southern tribes of the Indians in hostilities against us."

And Gadsden added: "The western states would have been cut off from all communication from the Gulf of Mexico and Louisiana would necessarily have fallen an easy conquest. That the strength and patriotism of the west might ultimately have triumphed over such success is not doubted, but oceans of the best blood of our country would have flowed before a powerful enemy thus favorably posted could have been expelled."

Establishment of the Tampa Bay fort recommended by Gadsden was delayed several years because the United States finally decided it would be more politic to "purchase" Florida from Spain than seize it through military conquest. Against his will, Ferdinand VII, king of Spain, reluctantly signed the so-called purchase treaty October 24, 1820, and President James Monroe signed it February 22, 1821. Spain received no money from the "sale." The \$5,000,000 so often mentioned as the "purchase price" went to Americans who had claims against the Spanish government. Strictly speaking, the United States did not purchase Florida—they acquired it.

King Ferdinand had a wee bit of revenge for being pushed around so brusquely by the United States. Immediately after Jackson assembled troops to invade Florida in 1818, the king proceeded to make huge grants of land to three of his favorites: the Duke of Alagon, the Count of Punon Rostro, and Don Pedro de Vargas. Rostro got a big slice of north Florida, Vargas a hunk of the lower peninsula, and Alagon a tremendous portion of the central peninsula, including all the Tampa Bay region.

These grants were specifically nullified in the purchase treaty but despite that fact, the Alagon grant resulted in no end of litigation and put a damper on Tampa Bay land sales for many years.

But all that is immaterial. The all-important fact was that the ratification of the purchase treaty meant that Spain had to give up forever the land it had held for nearly three hundred years—the land which Menendez said “will bring enormous profits from vineyards, sugar, cattle, ship stores, timber, silk, wheat and endless supplies of fruit.” Menendez was right. Florida has brought enormous profits from almost all the things he mentioned. But the profits did not go to the country which had sent conquistadors to Tampa Bay to find gold, and silver, and precious gems. Riches were in Florida, true enough, but not for Spain.



CHAPTER II

ANGLO-SAXONS COME TO TAMPA BAY

THE NAME OF THE FIRST Anglo-Saxon who lived on the shores of Tampa Bay probably will never be known definitely. But he may have been an adventurous British army officer, Captain George Woodbine, a man who dreamed great dreams of conquest.

Captain Woodbine was one of the officers of the British force which took Pensacola from the Spanish on August 29, 1814, during the War of 1812, and then proceeded to arm the Indians and train them in the most effective methods of exterminating Americans.

The British were interrupted in this pleasant occupation early in November, 1814, when General Andrew Jackson suddenly appeared on the scene and sent the red-coats flying. Woodbine departed on one of the British ships and nothing more was heard of him until the summer of 1815, months after the war had ended. The British captain then was reported to have settled at Tampa Bay and as having dealings with the Indians, encouraging them to defy the Spaniards and Americans and establish a kingdom of their own. It is possible that Woodbine was acting on his own responsibility, hoping perhaps to become the white overlord of the Indians' domain. However, it is far more likely that he was acting as a British agent.

Be that as it may, Woodbine lived at Tampa Bay a year or more. From the meager records available it is believed he persuaded many Negro runaway slaves to work for him, clearing land and planting crops, paying them perhaps with money or supplies sent from Great Britain. The exact location of Woodbine's homestead or plantation has never been learned but that he lived at Tampa Bay is undisputed.

During his sojourn at the bay Woodbine became most friendly with the Indians, not only the scattered few then living in the bay region but those living farther up the peninsula as well. The friendship became so close, it is related, that the Indians gave him a large tract of land on the bay and assured him that if the Spaniards or Americans tried to drive him off, a force of fifteen hundred warriors would come to his aid.

In the summer of 1817 Woodbine went to Fernandina, which had been captured from the Spaniards shortly before by "General" Gregor McGregor, one of the most picturesque soldiers of fortune who ever enlivened the pages of American history. McGregor had been associated with Bolivar in the South American revolutions; now he was scheming to seize Florida from the Spaniards and establish his own empire. But McGregor lacked the necessary followers to carry out his ambitious program and when Woodbine told him how the needed force might be obtained, the Scotchman hearkened to his words.

Woodbine's plan was simple. All that would be necessary, he said, was that McGregor should go with him to New Providence, capitol of the Bahamas. At New Providence, he declared, hundreds of British soldiers from a disbanded regiment could be enlisted in the scheme of conquest. Ships also could be obtained, he said, for taking the expedition to Tampa Bay where the Britishers could join forces with his fifteen hundred Indian warriors. From Tampa Bay, the army could proceed across the peninsula and capture St. Augustine—and Florida would be safely bagged.

Convinced, McGregor went with Woodbine to New Providence where they began rounding up recruits. One of the volunteers, quite possibly a friend of Woodbine, was an ex-British officer named Robert Christie Armbrister, whose name has been spelled "Ambrister" in American records.

Still under thirty-five years of age, Armbrister had fought in the British army in many parts of the world. He had been in the battle of Waterloo and later had been assigned to St. Helena as one of Napoleon's guards. After a short stay there he was transferred to the West Indies; soon afterward he wounded a fellow officer in a duel and was suspended from his rank for a year. Nothing daunted, he proceeded to woo the daughter of a rich banker who promised to marry him when he was reinstated in the army. While waiting for this happy day to come, Armbrister went to New Providence to visit his uncle, Governor Cameron, of the Bahamas. In New Providence he joined forces with McGregor and was given a most important assignment—he was instructed to proceed to Tampa Bay to mobilize the Indians who had promised Woodbine their support.

History does not record who went to Tampa Bay with Armbrister. Quite possibly he was accompanied by another colorful character, a Scotch trader very much his senior, Alexander Arbuthnot. The Scotchman, who had first gone to Florida to trade with the Indians a year before, was then in New Providence laying in a new stock of goods and was just getting ready to make the return trip. He had purchased huge quantities of powder, lead, knives and other commodities needed by the Indians in time of war as well as in time of peace. Since both Armbrister and Arbuthnot were headed in the same direction, they may have gone together.

Arbuthnot was a man nearly eighty years old but still strong and active. His flowing white hair gave him a dignified appearance and his warm smile aided him in quickly making friends. Although he had been trading with the Florida Indians only a year he had already cut deeply into the business which had been long monopolized by Panton, Leslie & Company, and that firm's successors, John Forbes & Company. Arbuthnot's enemies, and he had many, asserted that he got his business by underselling his competitors and that his low prices were possible

because he was subsidized by the British. In fact, he was accused of being a British agent, assigned to Florida to incite the Indians to make war against Americans. Arbuthnot insisted he was merely what he said he was: an honest trader desirous only of making an honest living.

At Tampa Bay, Armbrister lived a few months at Woodbine's place. If Arbuthnot came with him, he did not tarry long. He headed north and soon resumed his trading with the Indians in the Apalachicola region.

Armbrister had no success rounding up Indian warriors in the Tampa Bay area. Only a scattered few were living there and they were definitely cool to the idea of joining an expedition to oust the Spaniards from St. Augustine. Believing he might have better luck farther north, he proceeded overland to the Suwannee River. Along the way he found time to pay attention to the pretty daughter of an Indian chief and become friendly with the chief himself. Then he went north again—and on April 18, 1818, walked into the Indian town of Old Town which had just been captured by General Jackson. He was taken prisoner.

Eleven days before, Arbuthnot also had been captured by General Jackson. He had been a guest of Commandant Luengo of the Spanish fort at St. Marks when Jackson came storming in. Jackson held him as a prisoner of war.

When the American general ceased chastising the Indians he gave orders for Arbuthnot and Armbrister, both British subjects, to be tried on charges of inciting the Indians to war against the United States and supplying them with arms and ammunition. A court martial of fourteen American officers, presided over by General Edmund P. Gaines, was held in the Spanish town of St. Marks on April 25. The court found both men guilty and recommended that Arbuthnot be hanged and Armbrister shot. Then it reconsidered the case of Armbrister and made a new recommendation—that he be given fifty lashes and imprisoned a year. Most obviously the officers had decided that the evidence against him was altogether too flimsy to warrant death. But Jackson arbitrarily insisted that both men be executed—and they were, on April 29, 1818, in St. Marks, by soldiers of the American invading army on Spanish soil.

Armbrister, the man who once tarried a while on Tampa Bay and who might have led an expedition from that point to seize Florida from Spain, did not flinch at the death sentence. And when he heard the fife and drum parading the platoon for his execution, he remarked: "I suppose that admonishes me to be ready—a sound I have heard in every quarter of the globe, and now for the last time."

Whether Armbrister and Arbuthnot were actually agents of the British is unquestionably debatable. Certainly the evidence against them was not strong. But impetuous Jackson was convinced they were guilty so, innocent or not, their fate was sealed.

The execution of the two men aroused a storm of indignation in Great Britain and might easily have caused another war with the United States. But England had her hands full at that time on the Continent and the matter was finally dropped. Jackson continued on his meteoric career to become the president of the United States.

Hackley Established a Tampa Bay Plantation

Richard S. Hackley, wealthy New York attorney, returned home one afternoon in the late spring of 1819 almost breathless with excitement. He had big news. He had just purchased more than half of the entire peninsula of Florida!

To prove his statement, Hackley showed the members of his family a most impressive document, many pages long, written in Spanish and signed by Ferdinand VII, king of Spain. It was a grant of approximately eleven million acres of Florida land made by the Spanish monarch on February 6, 1818, to the Duke of Alagon. Hackley said the duke had become hardpressed for cash and was forced to sell the grant. The New Yorker never revealed how much he paid.

Sale of the Alagon grant to Hackley was completed on May 29, 1819. Three months before that, on February 22, 1819, the State Department and Spanish representatives in Washington had agreed upon the terms of the Florida purchase treaty. In the treaty, all Spanish grants made after January 24, 1818, were specifically nullified. That automatically cancelled the Alagon grant, made thirteen days after the deadline had passed.

**Photo
not
available**

Whether Hackley knew that the treaty threw out the grant he had purchased is purely a matter of conjecture. In all events, he later claimed that he made the purchase at a time when the grant was still valid, inasmuch as the treaty had not yet been ratified by the king of Spain or by Congress. He insisted he had made the purchase in good faith and consequently had a sound claim to the property.

The Alagon grant took in all the Tampa Bay region. It is quite likely, therefore, that Hackley was deeply interested in articles regarding Tampa Bay which appeared in the influential NILES' WEEKLY REGISTER. The first, printed March 24, 1821, shortly after the final ratification of the Florida purchase treaty, read:

"Florida, in every respect, is a valuable acquisition to us. It may cause a considerable revolution in things, domestic and foreign. It opens to us a large tract of country, capable of furnishing immense supplies of cotton, sugar, rice and perhaps coffee and cocoa, and the olive, all of which, it may be expected, will be fully tried on an extensive scale, by new adventurers in those, at present, rich commodities.

"The product of these will have a domestic effect, as well as that which may be caused by considerable disbursements by the government at Pensacola and probably at Hillsborough Bay, or Tampa Bay, or Espiritu Santo Bay, as a place on the west coast of the peninsula is called, which will, most likely, become the seat of government; for we presume that what is now called West Florida will be added to the state of Alabama, to which it seems rightfully to belong."

Of even more interest to Hackley was a second NILES' WEEKLY REGISTER article which appeared June 30, 1821. It read:

"From what we hear of Tampa Bay, though its shores are not now inhabited, it will probably contest with Pensacola the honor of being ultimately fixed upon as the site for the southern naval depot of the United States. The bay is said to be easier of access and to have more water than that of Pensacola; the neighboring country is fertile and abounds in oak (valued for use in the construction of ships)—and a short canal will unite the bay with the great river St. Johns."

These newspaper articles and many others which followed later indicated plainly that Tampa Bay was a place of coming importance, even though it might never become the capital of Florida or the site of a United States naval station. It was quite natural, therefore, that when Hackley decided to take steps to strengthen his claim to the Alagon grant, he should select Tampa Bay as the place to establish a home.

Hackley was too busy with his law practice in New York to go pioneering himself so he sent his son, Robert J. Hackley, on the long, hazardous journey which was made on his new schooner. Lumber for a large frame dwelling and barns was taken along and so were many kinds of agricultural implements. At St. Augustine, young Hackley, then just twenty-one years old, purchased two yoke of oxen, eight head

of cattle and many chickens. He also employed sixteen white men to go with him to clear the land, erect the buildings, and start a plantation.

The schooner sailed into Tampa Bay early in November, 1823. After cruising around a day or so and going ashore often to examine the land, young Hackley decided that the east bank of the Hillsborough River at its mouth was the finest spot on the bay, so there he landed. The site was covered with a heavy growth of oak trees, cabbage palms, and a tangled mass of undergrowth, indicating that the soil was fertile. A great Indian mound close by showed that the spot once was inhabited by savages but now no Indians were seen. Several appeared a few days later but they were friendly. Given a few presents, they left and returned soon afterward carrying a young fat doe they had just killed and four wild turkeys. Smiling, they presented the game to Hackley.

With his crew of men, Hackley proceeded at once to build a wharf and unload his supplies. Then the men went to work building a house described later as being "of superior style and quality for a new locality." They also erected barns and cleared many acres of ground. And they planted citrus trees and crops. By the end of the year the plantation was well established, the first on the entire West Coast of Florida. It was truly a plantation at the end of nowhere, a home in the wilderness.

**Photo
not
available**

Food was no problem to the new settler and his men. The forests to the north of the plantation were alive with game—deer, bears and wild turkeys. And in the waters of the Hillsborough River and Tampa Bay, fish literally swarmed. Heaping basketsful of fat, luscious oysters could be gathered in a few minutes. Clams were abundant and delicious stone crabs could be found everywhere. The pioneers always had plenty of food.

Satisfied with the progress which had been made, Hackley decided to have a short vacation. So he took the schooner and sailed away for Pensacola, leaving his foreman Rhodes in charge. While he was away, disaster came—disaster brought by the United States Army. His property was seized and used as the site for a fort—Fort Brooke, the parent of the Tampa of today.

Fort Brooke Is Established

Serious trouble with the Seminoles began to develop almost immediately after the United States took over Florida from Spain in 1821.

Despite the devastation wrought by General Jackson in the First Seminole War, north Florida was still dotted with Indian villages. Many of the Indians had lived there a hundred years or more and had large fields of crops and herds of cattle. Some had Negro slaves who were not held in bondage but who paid a tribute in corn in exchange for protection from white slave hunters. The Indians considered themselves the owners of the lands they occupied. Practically all of them were peaceable and friendly.

The picture began changing with the return of General Jackson to take formal possession of the Spanish province. Land speculators came with him and looked greedily upon the lands the Indians occupied. The speculators were Jackson's friends and, to satisfy them, he advocated removal of the Indians to the West. The Seminole leaders heard of his plans, and tension grew.

The situation was rapidly made worse by the influx of new settlers. All wanted land and none believed the Indians had any right to hold the land on which they lived. Strident demands were made that the Indians should be forced to leave their villages and give up the fields they had cleared and cultivated. Powerless to resist, the Indians reluctantly agreed on September 18, 1823, at a meeting held at Camp Moultrie, to move southward into the peninsula.

The treaty, if it could be called that, provided that the Indians should be paid \$4,500 for the lands they were forced to vacate, \$6,000 for farm implements and livestock, and a government annuity of \$5,000 a year for twenty years. They also were to receive \$1,000 a year for a school and another \$1,000 a year to maintain a blacksmith and gun shop. At that time there were approximately five thousand Indians in Florida. The treaty, therefore, meant that generous United States promised to pay about \$2 to each Indian to reimburse him for the loss

of his land, defray the cost of moving southward and buy new equipment and livestock, and about \$1.50 a year for twenty years as an annuity and to maintain a school and smithy.

Colonel James Gadsden was assigned the task of blazing a line across the peninsula to mark the boundary of the Indian reservation. The line was to run east and west a little south of the present city of Ocala.

In an attempt to make sure that the Indians would submit peacefully to the terms of the treaty, the War Department on November 5, 1823, issued orders for the establishment of a military post at Tampa Bay. The order was sent to Colonel George Mercer Brooke, then stationed at Fort Clinch, near Pensacola. Inasmuch as this order ultimately led to the birth of Tampa, it merits being given in full. It read:

Adjutant General's Office,
Washington 5 November, 1823

Brevet Colonel Brooke with four companies of the 4th Infantry will proceed with as little delay as practicable to Tampa Bay, East Florida, where he will establish a military post.

He will select a position with a view to health and in reference to the location of the Florida Indians, about to be removed to that vicinity agreeably to the late treaty. Upon this point he will consult Colonel Gadsden, the commissioner employed in locating the Indians.

Colonel Brooke will complete as near as practicable the companies which will go to Tampa from those left at Cantonment Clinch and Barrancas, recruits will be sent to Pensacola shortly to supply all the deficiencies in the regiment, and he will designate the officers to accompany him, as circumstances may render advisable.

The permanent headquarters of the 4th Infantry will remain at Cantonment Clinch and should Colonel Clinch have reformed his regiment on the receipt of this order he will be charged with the duty of preparing Colonel Brooke's command for the expedition to Tampa.

The quartermaster's and subsistence departments will furnish the necessary transportation and supplies and will make such further arrangements as may be required for the accommodation of the troops at their new station.

By order of Major General Brown E. Kirby, aide-de-camp.

Colonel Brooke received the order late in November. But he did not hurry to carry it out and move on to Tampa Bay. Perhaps he had trouble getting necessary supplies. But what is more likely is that he had no burning desire to forsake gay Pensacola, with its theatres and hotels and taverns and social life, and depart to the wilderness and live in company with rattlesnakes and alligators. Who can blame him?

While still at Pensacola, Colonel Brooke received a letter from Colonel Gadsden, written in St. Augustine on December 1. In the letter, Gadsden requested Brooke to meet him at Tampa Bay as soon as possible. "Otherwise," he wrote, "I may be much embarrassed in my operations if not much exposed to privations of a severe character. . . . The Indians have of late exhibited something like an unfriendly feeling and are unwilling that I should run the line immediately. Your presence with troops will produce the most happy results."

Despite this urging, Colonel Brooke did not leave Pensacola until January 15, 1824. With the members of his staff he traveled on a schooner owned by Captain Henry Briggs Sampson, of Danbury, Mass., who received \$10 each for his passengers. Non-commissioned officers and privates went on two other vessels. An account of the trip and the establishment of a cantonment is related in a report from Colonel Brooke to Major General Jacob Brown written February 5, 1824, from "Camp on Hillsborough River." The report, now in the files of the National Archives, in Washington, reads:

"I have the honor to report that I left Pensacola with four full companies on the 15th January last and arrived off the mouth of Santo Spiritu Bay on the 18th. But unfortunately was blown to sea the same evening by a severe gale. The vessel on board of which I was, regained the Bay on the 20th, the other two did not come in until some days afterward.

"On the 22nd met with Colonel Gadsden who had arrived some days previous and who had made a partial reconnaissance of the country but had not selected any particular spot. On visiting several places, and after a consultation, we determined upon this place as the (most) eligible regarding the objects of the expedition, health and the convenience of getting supplies. We were also influenced by the quantity of cleared land which was at once adapted to gardens for the officers and men.

"We are situated on the northeast bank of the Hillsborough River immediately on its entrance into the Bay of the same name. Colonel G. did me the honor of insisting that the cantonment should be called Brooke but it will be known as that of Hillsborough till the pleasure of the War Department shall be ascertained.

"Immediately in the rear of this place, say two miles, the ridge of piney lands commences in which I saw some very fine springs and should the slightest disease manifest itself we will retire on it with our tents. I would beg leave to remark the necessity of having at least two surgeons at all times here and an abundance of good supplies. We are even at this time badly off for tents in consequence of our not being able to procure the necessary number from New Orleans and those we took from Pensacola were all old with the exception of a few common tents and when we in the summer will be compelled to move on the high land they will be absolutely necessary.

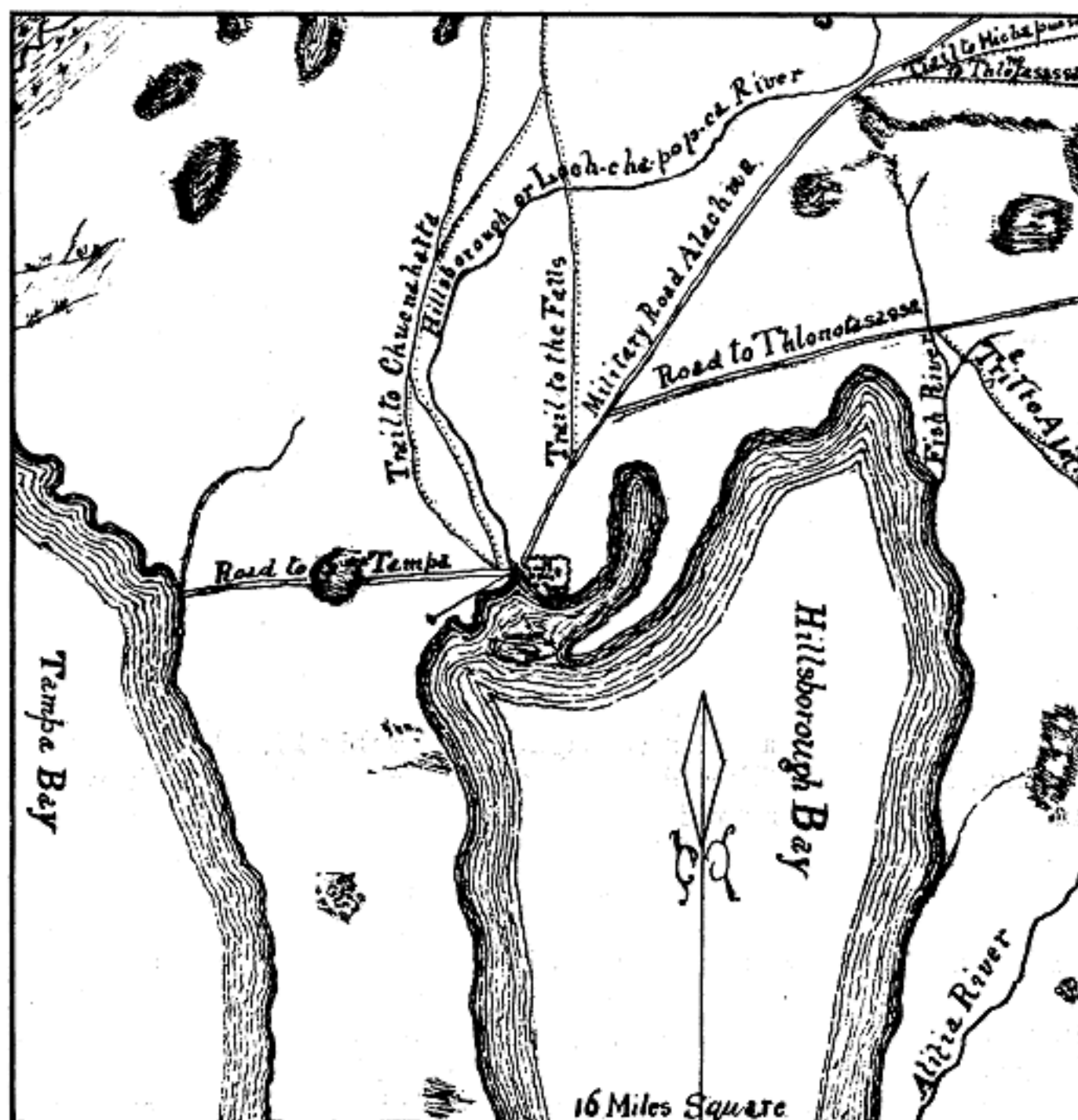
"There is in the neighborhood of this place a most excellent site for a grist and saw mill which could be erected at a small expense provided the materials were furnished as we have two fine millwrights in the command. It would not only be a great convenience to the troops but would have a good effect on the Indians in grinding their corn and furnishing them with some plank and should the department ever wish to dispose of it, it would add greatly to the value of the land.

"I have no doubt that the country will be settled by immigrants from the Southern states as soon as it is known they are protected from the Indians by the command stationed at this place. There are many large hammocks of very fine land near us no doubt adapted to the cultivation of sugar and every variety of vegetable production.

"I have not as yet seen many Indians but expect to have a talk in a few days as I have sent to the chiefs. Those whom I have seen do not seem to be well pleased with the treaty and have expressed some dislike

to Col. Gadsden's running a line. They will be treated with kindness and respect but at the same time with determination and firmness. It would have a good effect on the Indians if some of our vessels of war were ordered to look into this Bay frequently from Key West from which we are but a short distance. The Indians appear to have no idea of the strength and power of the United States.

"Colonel Gadsden left us two days since, himself and party in good health. Upon his request I furnished him with three additional men. The number of tents I should wish forwarded will be fourteen wall, two hospital and forty common. By every opportunity I shall furnish such information as I may acquire of the country and its resources with such other matter as may be interesting to the Department of War.



Map Courtesy of National Archives

Boundaries of military reservation at Ft. Brooke as shown by map made in February, 1830. Reservation was 16 miles square with Ft. Brooke in exact center. This was the first map made by Americans in South Florida.

"I have the honor to be most respectfully your very obedient servant, George M. Brooke.

"N.B.: I should wish two six pounders mounted with a supply of cartridges. . . . We might be absolutely in want of them."

Unintentionally, Colonel Brooke made one misstatement in his report. While writing about the fine land near the cantonment, he said that the country would be filled with settlers as soon as they learned they would be protected from the Indians. The colonel probably did not know that the Camp Moultrie treaty specifically prohibited white settlers from going into the Indian territory, as marked off by Colonel Gadsden. It was this provision which retarded Tampa Bay development for at least a decade.

Colonel Brooke made another error in his report—this one, an error of omission. He made no mention whatever of the fact that to get the site he wanted for the cantonment, he forced Robert Hackley to give up the buildings he had erected and the fields he had cleared and planted. He merely said: "We were also influenced by the quantity of cleared land which was at once adapted to gardens for the officers and men."

No one can say definitely why Colonel Brooke failed to mention that Hackley had cleared the land and made many other improvements. Perhaps he did not think the War Department would be interested. Perhaps he was ashamed of the fact that he had adopted brass-hat measures and high-handedly dispossessed the only bonafide settler on the entire West Coast, particularly when he had countless other sites on Tampa Bay where he could have located almost as well.

But the fact remains that Hackley truly had started a plantation and was forced to leave. Proof of that is furnished by affidavits sworn to later by Colonel Brooke himself, Colonel Gadsden, one of Hackley's hired men, a soldier in the 4th Regiment, and by Hackley himself. The affidavits were used years later in a law suit brought by Hackley's heirs to get possession of the fort site.

Said Brooke in a statement signed November 27, 1834, in Brown County, Michigan: "The place selected was occupied by Hackley who had erected upon it a comfortable dwelling house and had the ground near it under cultivation." Said Gadsden, August 27, 1834: "The improvements made (by Hackley) were on the identical spot selected by Colonel Brooke as a site for Cantonment Brooke." Said B. J. Benjamin, a soldier, October 1, 1834: "Hackley built a frame house of superior quality and style for a new locality. He had sundry implements of husbandry together with hoes, spades, ploughs and also oxen, cows, poultry, hogs, etc., which he had brought with him."

Unfortunately, none of the affidavits indicated what tactics were employed to get Hackley off the land or what happened to his livestock and farm equipment. All that constitutes a mystery of the bygone past which probably will remain unsolved forever.

It is undoubtedly true, however, that because of Hackley's labors, Colonel Brooke established the cantonment where he did. The wharf, the cleared fields and, above all, the fine dwelling where he and his fellow officers could live were inducements he could not resist. They more than made up for the lack of a deep channel which was sorely needed in later years. But what difference did a deep channel make when weighed against a good night's sleep in a staunch dwelling secure against winds and rains?

Interesting supplementary information regarding the establishment of the cantonment is furnished in letters written to his father in the spring of 1824 by Lieut. George A. McCall, one of Colonel Brooke's officers.

McCall revealed how Gadsden Point was named. He said that when his ship came into Tampa Bay a signal was sighted far ahead. It was a staff with a piece of muslin flying from its head, stuck into the beach on a point of land separating Old Tampa and Hillsborough bays. Investigation showed that the staff bore a letter from Colonel Gadsden stating that he was camped at the mouth of the Hillsborough River and that Colonel Brooke should meet him there. McCall added: "Colonel Gadsden begged leave to name this embryo station Fort Brooke in honor of my commanding officer and the latter returned the compliment by naming the point of land which separates the two bays and where the letter was found 'Gadsden Point'."

The lieutenant stated that, because of shallow water near the site selected for the cantonment, the soldiers had to land near Gadsden Point and walk to the mouth of the river which they crossed in row-boats. The camp equipment and supplies had to be brought in on lighters. The soldiers spent most of their time clearing out the underbrush at the rear of the camp and cutting pine logs used for building barracks for the men. He said that the walls of the barracks were made twelve feet high to permit free circulation of air.

McCall was thrilled by the mammoth oak trees at the camp. He wrote: "Our camp extends under a canopy of the most superb trees I have ever beheld. These giant live-oaks throw out their huge limbs at a distance of six to ten feet from the ground. These enormous limbs, as large as the trunks of common trees, extend in an almost horizontal direction for ten to fifteen feet, then spreading and rising to the height of fifty or sixty feet, form a dense round head that is a perfect parasol. Their great limbs and smaller branches are hung with long pendants of the Spanish moss and with festoons of the yellow jessamine which has been in bloom, with clusters of bright yellow flowers, ever since we have been here."

The lieutenant also was thrilled by the sight of oysters "growing on trees." He explained that they were really growing on the root-branches of the mangroves covered at high tide by water but which at

low tide were exposed. He said he walked into the shallow water, gathered some of the "tree oysters" and ate about a dozen, finding them very well flavored but not fat.

There is one thing about McCall's letters which is completely mystifying. The dates he gave for happenings from the time the ships left Pensacola to the establishment of the camp were about six weeks later than the dates given by Colonel Brooke. For instance, he said that the departure from Pensacola was on February 27; Brooke said January 15. McCall gave March 5 as the date the camp was established; Brooke indicated it was January 24. From the dates, one would think there were two separate expeditions but that is definitely not the case because each tells of the same happenings. It seems that the only possible explanation of the date differences is that McCall, in writing the letters, depended on his memory and was six weeks off in his reckonings. The original copy of Brooke's letter is on file in Washington and must be accepted as correct. Being the commanding officer, and having been required to make official reports, he certainly should have known the exact date he established the camp which bore his name.

Tranquil Days at Fort Brooke

Few army posts anywhere in the country were more isolated in 1824 than the post at the mouth of the Hillsborough, first called Cantonment Brooke and then, soon afterward, Fort Brooke.

The Tampa Bay region was almost uninhabited. Out on the keys, near the entrance to the bay, a few Spanish fishermen had their "ranchos" where they dried and cured fish for the Cuban market. They were itinerants who came and went, living a year or so on one key and then moving on to some place else, wherever their fancy might take them. In the forests behind the army camp, a few Indians roamed but there were no Indian villages in the vicinity. The nearest home of an Anglo-American settler was more than a hundred miles away.

Nowhere along the coast was there a white settlement. Pensacola was the nearest town of any consequence and that was three hundred miles away, by water. Key West was still just a hangout for ruthless "wreckers" who lured ships to destruction with false flares and beacons. The nearest army post was at St. Augustine, far across the peninsula.

Fort Brooke was truly in the heart of a trackless wilderness. There were a few Indian trails but they did not seem to lead anywhere; they looked more like hunters' trails than roads used by travelers. In 1824 Congress appropriated \$12,000 to build a road from St. Mary's River, on the northern boundary of the Florida territory, to Tampa Bay. Needless to say, the road was not constructed. In 1825, work of blazing a trail up through the peninsula was started; this road became known as the Military Road and later as the Fort King Road.

Fort Brooke's only connection with the outside world was by sailing vessels. Once a week a sloop came in from Pensacola bringing mail and

supplies, and gossip from the soldiers stationed at Fort Barrancas. Trading vessels occasionally came into the bay but more from curiosity than to transact business. The "warships" requested by Colonel Brooke rarely arrived; the War Department probably did not think their presence was needed to impress the Indians with the might of Uncle Sam.

During the spring of 1824 the Tampa Bay region got its first Anglo-American family—Mr. and Mrs. Levi Collier and five children.

A native of Massachusetts, Collier went to St. Augustine when a young man and in 1813 was married to Nancy Dixon, whose father owned a tract of land at Rosemary Bluff, on the St. Mary's River. The newlyweds made their home with the bride's parents but early in 1814 were forced to flee to escape from Indians warring on the side of the British against Americans.

Proceeding southward, the Collers found shelter in a deserted trapper's hut on the Suwannee River and there, on January 22, 1814, the day after their arrival, a daughter was born. They named her Nancy, after the mother. Learning that the Indians in that section were friendly, the Collers lived there ten years, during which time four more children were born: Cordelia, Eliza, Mercedes and John.

Desiring to live closer to salt water, Collier came to Tampa Bay in the early fall of 1823 and selected as a home site a beautiful hammock near the mouth of the Hillsborough River. He then returned home to get the members of his family. In the spring, they started southward, traveling on horseback because it was impossible to drive ox carts through the wilderness. Their possessions were strapped on the backs of mules. Weeks were required for the journey. They had no legal right to enter the Indian territory but they came anyhow and no one stopped them.

Arriving at Tampa Bay in April, Collier was astonished to learn that the spot he had chosen for a home already had been occupied, first by Hackley and then by the army, and that now it had become Cantonment Brooke. Collier was disappointed about losing the fine hammock land he had wanted but there were countless other splendid sites available, so he moved his family across the river and built a log cabin on the west bank, almost opposite the fort. Clearing several acres, he raised vegetables which he sold to the garrison, making a good living. He also planted cotton which he ginned himself; his wife and daughters spun and dyed it, and wove it into cloth for garments for the family.

Although the Collers were separated from the fort by the river, they were not afraid of Indians, simply because very few Indians lived anywhere near. Almost all of them still lived north of the line which Gadsden had just finished blazing across the peninsula, a little south of the present city of Ocala. The Indians were supposed to go south of the line at once, abandoning their homes farther north, but most of them refused to leave the land where they had lived for years. They

considered the central part of the peninsula definitely inferior to the northern section.

This view also was held by the territorial governor, William P. Duval, who inspected the land in the Indian territory below the Withlacoochee during the winter of 1825-26. On February 22, 1826, he said in a letter to Washington officials:

"I left the Military Road near Okihumky and visited the whole country to the right of the road as far as Tampa Bay. I visited every spot where lands were spoken of as being good and I can say, with truth, I have not seen three hundred acres of good land in my whole routes, after leaving the agency. The lands on the Big and Little Withlacoucha are poor, and the lands on the Hillsborough River, within the Indian boundary, are of so little value that there is not one Indian settlement on any of them. . . . The best of the Indian lands are worth but little; nineteen-twentieths of their whole country within the present boundary is by far the poorest and most miserable region I have ever beheld."

Governor Duval recommended that other lands be assigned to the Indians. But the government refused. And most of the Indians remained where they were, north of the boundary line.

As a result, the soldiers stationed at Fort Brooke lived a most tranquil life. They had a few camp chores to do, and a little drilling, but they almost always were able to find time to leave the garrison and go out and fish and hunt. In letters sent back home, the soldiers often described Tampa Bay as a fisherman's and hunter's paradise.

In the beginning, the officers lived in the Hackley home. But soon they tired of living bachelors' lives and built separate homes for themselves on the high land overlooking the bay. Then they brought in their wives and Fort Brooke began to have a little social life.

Two historic events occurred at Fort Brooke during 1826.

The first was a Derby, a three-day Derby, the first ever held on the Florida peninsula. It started March 15, 1826. The races were described in the *PENSACOLA GAZETTE* of April 15, 1826:

"First day: Mr. Page's horse Bacchus, Mr. McCall's horse Packingham, and Captain Dade's horse Richard the Third, were entered for the three mile heats—won by Bacchus in two heats, which were well contested.

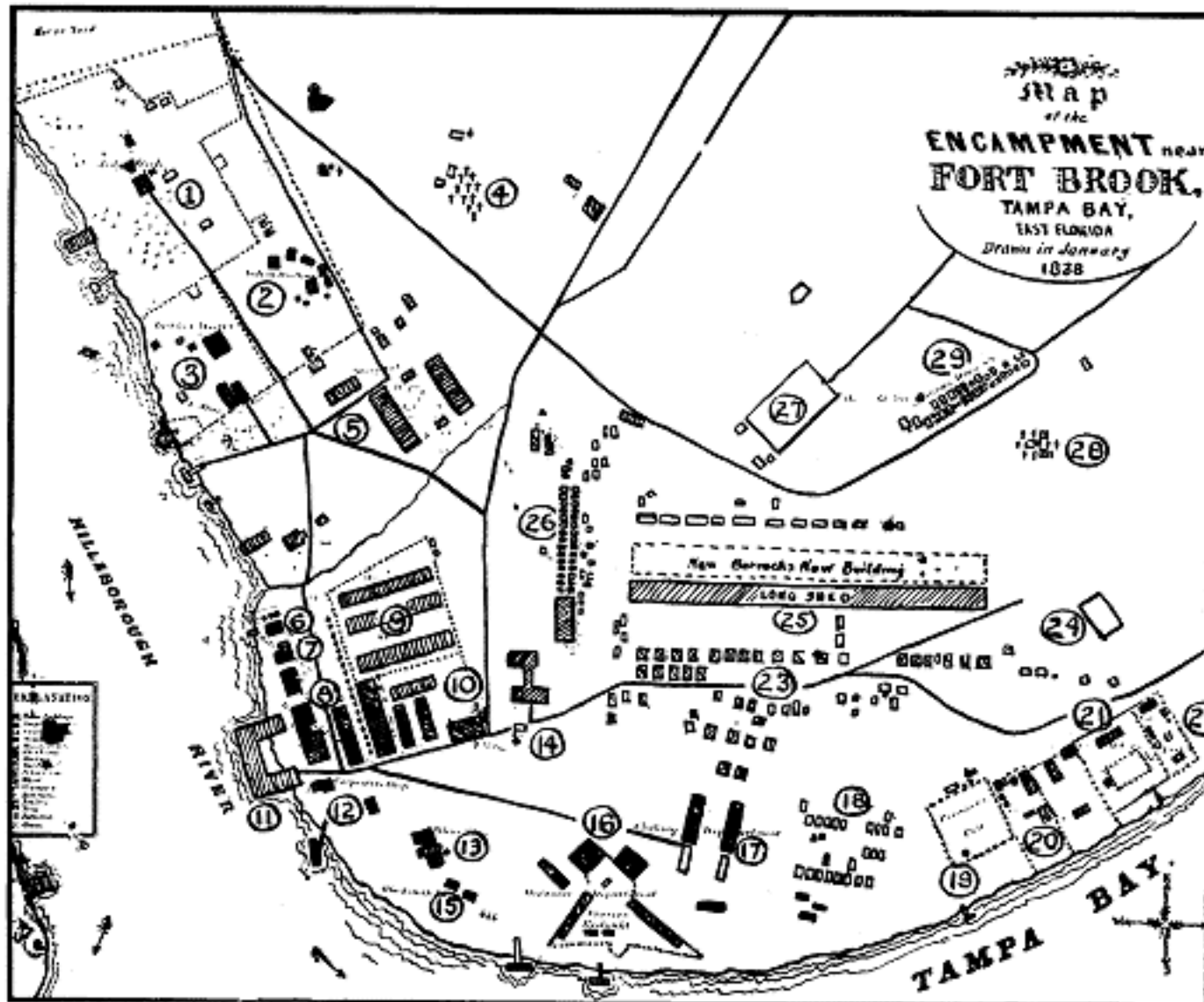
"Second day: Captain Yancy's horse Uncle Sam, Mr. Collin's horse Beppo, and Mr. Morris' horse Bob Logic were entered for the two mile heats. First heat beaten by Beppo. The superior bottom of Uncle Sam gained him the second and third.

"Third day: Mr. Page's colt Keep Coming, and Mr. Collin's colt Go It, were entered for the single mile. This race was handsomely run on both sides and Keep Coming was beaten by Go It a half neck only."

One can well imagine that many a soldier lost his month's pay wagering on his favorite horse in that Derby on the shore of Tampa Bay so long ago. But it was all clean sport and what the soldiers lost in betting on the horses they could not lose in playing cards, which they did hour after hour.

The second historic event of 1826 was of far more importance than a Derby. It was the birth of the first white child born to Anglo-American parents anywhere in the Tampa Bay region. The newcomer was John Mercer Brooke, son of Colonel George Mercer and Lucy (Thomas) Brooke, born at the garrison December 18, 1826.

The youngster was destined to become a famous man. He received his early education at Kenyon College, Gambier, O., and was graduated from the United States Naval Academy in 1847. For a number of years



Map Courtesy of National Archives

Fort Brooke was one of the largest military establishments in the United States when this map was made in January, 1838. Legend: 1—Judge Augustus Steele's home and out-buildings. 2—Indian dwellings. 3—James Lynch's home and store. 4—United States cemetery. 5—Hospital buildings. 6—Sutler's store. 7—Bakehouse. 8—Commissary buildings. 9—Horse sheds. 10—Quartermaster buildings. 11—Principal wharf. 12—Carpenter's shop. 13—Allen's store. 14—Flag pole. 15—Blacksmith shop. 16—Ordnance department buildings and Major Frazer's redoubt. 17—Clothing department. 18—Uncovered marquees. 19—Prisoners' pen. 20—Major Fraser's quarters. 21—Lieut. McCrab's quarters. 22—Capt. Evan's quarters. 23—Covered marquees. 24—Horse shelter. 25—Barracks. 26—Uncovered marquees. 27—Horse shelter. 28—Cemetery. 29—German Dragoons.

thereafter he was stationed at the Naval Observatory. Becoming director of the astronomical department, he was engaged in the Vincennes expedition in the exploration and survey of the North Atlantic.

Resigning from the United States Navy at the outbreak of the War Between the States, he was appointed chief of the bureau of ordnance and hydrography of the Confederate Navy. Under his direction the hull of the U. S. frigate *Merrimac*, which had been sunk by Federal forces near the Norfolk Navy Yard, was raised and reconstructed as an ironclad. Renamed the *C.S.S. Virginia*, it became the first ironclad warship in the world. From 1866 to 1899 he was a professor at the Virginia Military Institute. He died December 14, 1906.

Development of Bay Region Is Slow

During the mid-1820s the Tampa Bay region made progress slowly. In fact, it might be said that no progress at all was made. There were many reasons why development was retarded.

Tampa Bay was in the heart of the territory set aside for the Indians and white men were not supposed to enter that territory except on official business. Even when they came, they could not get title to any land. The Preemption Act of April 22, 1826, gave pioneers the right to buy 160 acres of the public domain in Florida after settling and establishing a claim to the land but the act did not apply to land inside the Indian reservation. Besides, a bitter dispute still raged regarding ownership of the Tampa Bay region.

Uncle Sam, of course, said the land was his—all his. But there were other claimants. Richard Hackley, whose son had settled at the river, insisted that the entire area belonged to him through his purchase of the Alagon grant. His claim was considered so strong that when John Lee Williams made a map of Florida in 1837, he labeled all the Tampa Bay area as "Hackley's."

Another claimant to this much-desired land was Henry Eckford, of New York, who had purchased a grant of 24 miles square, or 576 square miles, given by the Spanish government in 1810 to Don Pedro Miranda, of St. Augustine.* As shown by Spanish maps, this grant embraced a large part of the Tampa Bay region, including Fort Brooke. Attorneys for Eckford insisted he had a valid claim to the land inasmuch as the grant had been made years before the Florida purchase treaty was first considered.

Federal courts did not pass on either the Alagon or Miranda claims during the 1820s and, as a result, no one could say for sure who was the real owner of the land.

To complicate matters still more, the War Department decided in 1829 that the timber and naval stores around Fort Brooke should be preserved so on April 23, orders were sent to Colonel D. L. Clinch, then in command at the fort, to prepare a map showing the location of the fort and sixteen miles square of surrounding territory. The map

*The Miranda claim was invalidated by the U. S. Supreme Court in January, 1842. *U. S. vs. Miranda*, 16 Petras, 153.

was completed and sent to the War Department on February 9, 1830, and on December 10 following, President Andrew Jackson set aside the reservation.

As shown by the map, Fort Brooke was made the center of the reservation, being eight miles from the center of each side of the square. This tract took in almost all the land now occupied by the City of Tampa, embracing altogether 256 square miles.

The map shows that the Seminoles had begun settling in the Tampa Bay area and by 1830 had established two villages, Thlonotasassa, on the shore of the beautiful lake now called Lake Thonotosassa, and Hickapusassa, at the present site of Plant City. The Seminole meaning for Thlonotasassa is said to be "Field of Flints," because of flint deposits found nearby, and for Hickapusassa, "Tobacco Fields." The map also gives a Seminole name for the Hillsborough River, "Lock-cha-pop-ca."

Presence of the Indians nearby aided rather than retarded the development of Fort Brooke as a place for civilians to live as well as soldiers. The embryo community soon became widely known as an Indian trading post as Seminoles started coming in from miles away to barter alligator hides, bird plumes, deer skins and furs for bolts of gaily colored calico, arms and ammunition, cooking utensils, tobacco, and countless other things they wanted.

The first trader to develop this potentially profitable business was William G. Saunders, of Mobile, Ala., who came to Fort Brooke in the fall of 1828 with a sloop heavily loaded with general merchandise. Convincing Colonel Clinch that he would not sell liquor to the Indians, he got permission to build a log store on the river near the present foot of Whiting Street. There he opened his establishment, the first general store on the entire West Coast.

It might be said that the opening of Saunders' store represented the birth of the town of Tampa. Prior to that time, Fort Brooke had been a military post and not much else. Now it had something to attract civilians. Spanish fishermen, living in palmetto huts up and down the coast, began coming in to Saunders' store to get their supplies. Trappers also started making it their barter point. And the store soon became the general meeting place of the few white settlers who had braved the dangers of the wilderness and built their log homes in this frontierland.

A cobbler arrived to repair shoes and also turn his hand at harness making. A blacksmith shop was opened. A laundress employed at the garrison began taking in boarders at her home. A small boat shop was established where the hulls of sailing vessels were repaired and sails mended. Gamblers began drifting in, eager to help the soldiers and frontiersmen get rid of their hard-earned money. A few women of easy morals set up in business in huts along the waterfront.

And so it was that a civilian community began to develop.

To serve the postal needs of the embryo town, and the entire Tampa Bay region as well, the Post Office Department on November 24, 1831, established the first post office on the West Coast at Fort Brooke. It was named the Tampa Bay Post Office. Saunders, owner of the general store, was named as the first postmaster. Mail was brought in and taken out on a schooner which plied up and down the coast between Key West and Pensacola, stopping at the garrison once a week.

Saunders was succeeded as postmaster after serving eight months by a man who may easily be termed the first outstanding citizen of the Tampa Bay region—a Connecticut Yankee.

Augustus Steele was his name. Well educated and talented, Steele had come to Florida in 1825 with a group of Connecticut colonists who settled south of Tallahassee on the St. Marks River at Magnolia, one of the first boom towns of Florida. There Steele published a newspaper, the *MAGNOLIA ADVERTISER*.

Largely because of Steele's newspaper propagandizing, the Federal government on January 21, 1829, established a customs collection district of St. Marks and made Magnolia the port of entry for the district. This district extended south as far as Charlotte Harbor and of course included Fort Brooke and the infant community at its side.

After four years of struggling, the *MAGNOLIA ADVERTISER* ceased to be, but Publisher Steele was not left without a job. While working on his paper he had become well acquainted with politicians in the territorial capital and also with Federal officials who then, even as now, were not adverse to wandering down to Florida on official business during the winter months. As a result of his knowing the right people, Steele got an appointment on July 13, 1832, as deputy collector of customs at Fort Brooke. Just ten days later, on July 23, he was appointed postmaster at Tampa Bay Post Office by President Andrew Jackson.

With these two positions to provide him with bread and butter money, Steele came on to Tampa Bay and soon began taking a leading part in community affairs.

Appraising the region's future prospects, Steele decided that it could never hope to forge ahead so long as it remained a part of sprawling Alachua County, the county seat of which was at Newnansville, near the present city of Gainesville. What the Tampa Bay area really needed, he concluded, was a county all its own, with Tampa, of course, the county seat.

Losing no time day dreaming, Steele went to Tallahassee in the fall of 1833 and began lobbying to have a new county created. He was a friend of Governor Duval and knew all the members of the territorial legislature. Moreover, he knew the right strings to pull to get things done. It is not surprising, therefore, that on January 25, 1834, the legis-

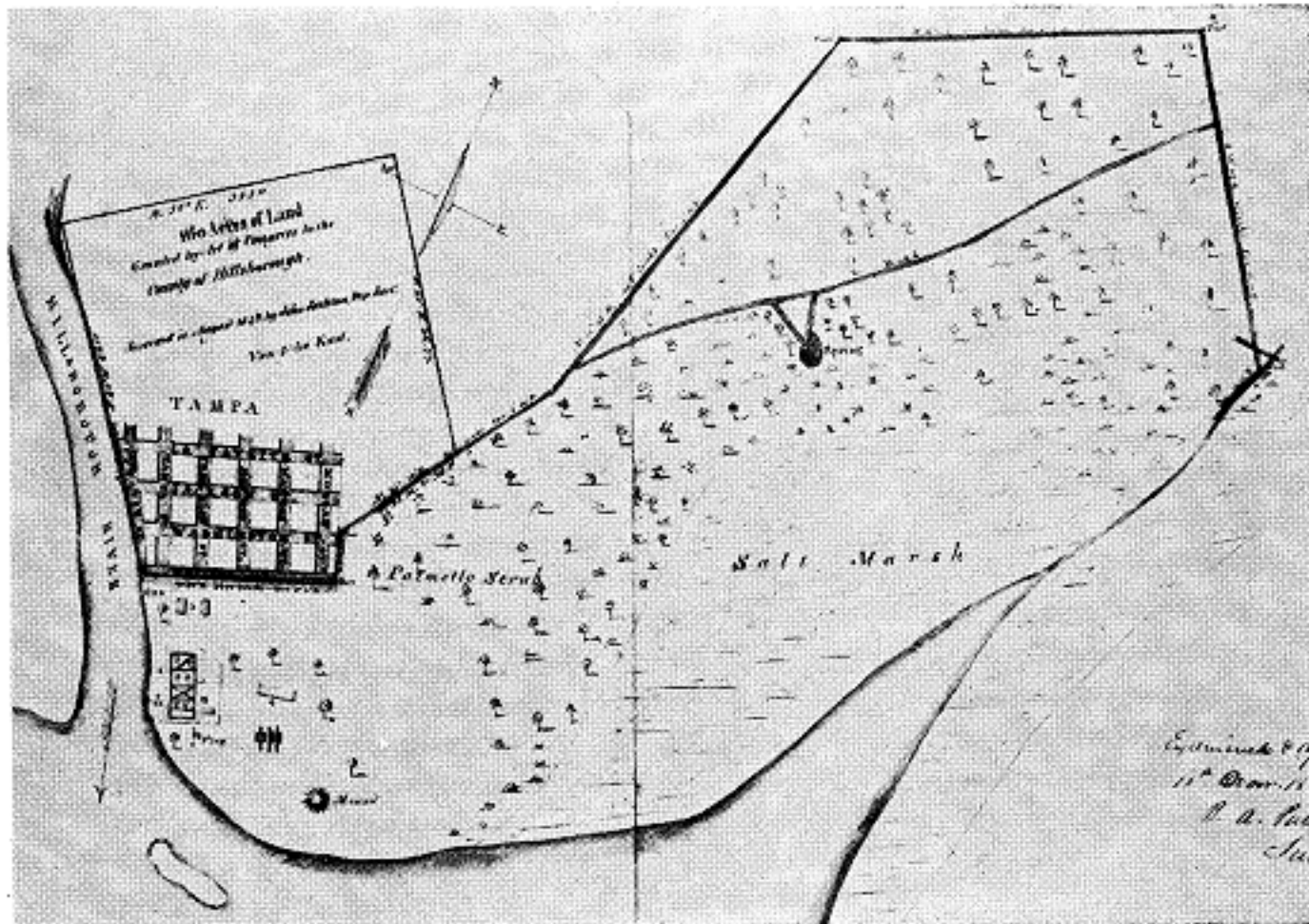
lature passed an act which carved up Alachua County and created the county Steele was seeking.

The new county was named Hillsborough to commemorate the name of Lord Hillsborough, of England, who had previously been better-than-well remembered by having Hillsborough Bay and Hillsborough River named for him.

The legislative act stipulated that the new county should be bounded on the north by a line running east and west from the Indian village of Toachatka, forty miles from Tampa; on the east by Mosquito County, on the south by Monroe County, and on the west by the Gulf.

The infant county was a giant in size. It extended more than half way across the peninsula and from above the present Dade City on the north to the Caloosahatchee River on the south. It contained 8,580 square miles—5,491,200 acres. From that original county, the present counties of Manatee, Sarasota, De Soto, Charlotte, Pasco, Polk, Highlands, Hardee and Pinellas have been created. Old "Mother Hillsborough" truly had many stalwart children.

Large though it was, Hillsborough was most sparsely populated. The first Federal census, taken in 1840, showed only 96 civilians in the county. Of that total, 81 were white and 15 colored. In 1834, the



Map Courtesy Florida Historical Society

Map of Ft. Brooke military reservation made by General Land Office in 1849 showing first map of Tampa as platted by Surveyor John Jackson. Only a few buildings were then shown in the garrison; many had been destroyed in the devastating hurricane of 1848. The structures shown are: Officers quarters, public store house, wharf, barracks, hospital and sutler's store.

population was undoubtedly even smaller—75 probably would be a liberal estimate.

As might have been expected, Augustus Steele was named as the first county judge, being nominated by Governor Duval. He now was Judge, Postmaster and Deputy Collector of Customs Steele. Other officials named to serve the new county were: William Bunce, William G. Saunders, John Warren and Joshua Stafford, justices of the peace, and J. B. Benjamin, auctioneer, notary public and inspector of lumber.

Saunders was the town's first merchant and first postmaster. But little is known about any of the other minor officials except William Bunce. He was a man whose name has lived in history.

Born in Baltimore, Bunce went to Key West in 1824 and for five years was engaged in the mercantile business. In 1832 he was listed as a customs inspector in the Key West district. Shortly thereafter he entered the fishing business which previously had been monopolized by Spaniards and Cubans and established a rancho at the mouth of the Manatee River. He was well established there when Hillsborough County was created.

In 1838, Bunce was elected county delegate to the St. Joseph Constitutional Assembly and on January 11, 1839, he signed his name to Florida's first constitution.

Bunce undoubtedly enjoyed the confidence of his neighbors but, despite that confidence, he was later accused of advising the Indians to resist the Americans and refuse to be banished to the West. The evidence against him was most flimsy, and came from most unreliable sources, but it was believed by the military. As a result, his rancho, then located on Palm Island, just off the present city of Sarasota, was destroyed in October, 1840, by order of high-handed General W. R. Armistead. That he was unjustly accused is shown by the fact that Congress in 1847 appropriated \$1,000 for payment to Bunce's heirs as compensation for the loss he had sustained.

Tampa was named by the Territorial Legislature as the site for the county seat of the new county of Hillsborough. But no provision was made for giving Hillsborough any land on which a courthouse could be built. Tampa was in the center of the military reservation, owned by the Federal government, and Uncle Sam would not consider parting with any portion of the reservation at that time.

Legend has it that a log court house costing \$200 or so was erected by county officials shortly after the county was created, and that the building was burned down a little later in an Indian raid. This story was related in 1848 when Hillsborough officials petitioned Congress for 160 acres which could be sold to bring in enough money to have a courthouse erected. Perhaps, therefore, the story may be true. But early records give no hint of such a disaster and certainly the need for a courthouse, in 1834, was not great. Any official business which had

to be transacted could easily have been handled at Judge Steele's home or in one of the garrison buildings.

The town name of Tampa came officially into existence on September 23, 1834, when the Post Office Department changed the name of the post office from Tampa Bay to just plain Tampa. But official recognition of the town made no appreciable difference—it was still just a minor appendage to its parent, Fort Brooke. Not until years later was Tampa shown on any state map. And the population of Tampa was not reported separately by Federal census takers until 1870.

Hillsborough County's inhabitants were few and far between during the mid-1830s but it had at least one whose life story, as handed down through the passing years, is most interesting. He was Odet Phillippi—or, as many say, Count Odette Phillippi.

Count Phillippi, so the story goes, was a great nephew of Louis XVII and a schoolmate and close friend of Napoleon Bonaparte who appointed him chief surgeon of the French Navy. Captured by the British in the Battle of Trafalgar, he was imprisoned in the Bahamas. Released after two years because of his excellent work during a yellow fever epidemic, he went to Charleston, S. C., where he married a French girl, Charlotte Desheries, who bore him four children.

Financial difficulties over a note signed for a friend forced him to leave Charleston. He purchased a large sailing vessel, loaded it with his possessions, family, and a hundred slaves and white overseers, and



Photo Courtesy of Christopher Lesley

Few photographs exist of buildings in old Ft. Brooke. This view, showing a section of the officers' quarters, is the best one obtainable. The beautiful oak trees then growing in the garrison can be seen in the picture.

went to the Indian River, near the present Fort Lauderdale. There he embarked on a project of making salt out of sea water. This proved impractical so he started a citrus plantation.

Warned by friendly Indians of an impending uprising in 1823, Count Phillippi headed south again. His schooner, which he had named the *Ney*, was overhauled by Pirate John Gomez whom he had encountered once before on a voyage to Havana. He had won the pirate's friendship then by curing several sick members of his crew and Gomez still remembered him. Informed of the count's plight, the pirate gave him a chest heavily loaded with treasure and also advised him where to go. He hauled out a map of Tampa Bay, which he extolled as "the most beautiful body of water in the world," and suggested that he go there and start life anew.

Taking the pirate's advice, the count sailed into Tampa Bay. He cruised along until he saw the Indian mound and high ground beyond on the west shore of Old Tampa Bay just north of the present town of Safety Harbor. There he put his slaves ashore, built a home, and established a large plantation he called St. Helena. There he raised a great herd of cattle, had large fields of cotton, and planted the first citrus grove on the West Coast.

The count's home was destroyed in the hurricane of 1848, the treasure chest was washed away, and the citrus trees were killed. But when the storm ended, Count Phillippi rebuilt his home and replanted his grove, and started over again, aided by his faithful slaves. During the Civil War he moved his family, his slaves and his herds of cattle to Hernando County but when the war ended, he returned to St. Helena where he lived until his death in 1869. That's the story about Count Phillippi as related by old timers.

Hillsborough County records show that in 1842 Odet Phillippi owned two billiard parlors in Tampa, ten-pin alleys, and an oyster house; his property at St. Helena; also, two Negro slaves, Anthony and John; five horses and a colt; four mules, five cows and six calves; "a certain number of hogs and my hunting dogs," and a wagon and a barouche with several sets of harness.

The first mention of Phillippi in county records was made February 5, 1839, when a deed was recorded showing he had purchased three lots on Tampa Street from Augustus Steele for \$100. Nothing appears in the records to indicate he practiced as a physician or surgeon in the Tampa area.

Another interesting early pioneer was John Montes de Oca, a Spaniard who arrived about 1830. He could speak English and Seminole as well as Spanish and the army employed him as an interpreter. One day while in the Indian village of Thlonotasassa he met a pretty Seminole girl, "lovely of soul as well as of person." He fell in love and they were

married. The girl wife died a few years later, leaving a daughter, Victoria. The child was reared and educated by other pioneers.

An intrepid Baptist missionary whose name must be recorded in history settled about fifteen miles east of Tampa on a tract of rich hammock land in 1829. He was the Rev. Daniel Simmons, who came from Savannah, Ga., to establish a mission in Indian territory. The Seminoles liked and respected him and in 1835, when they prepared to go on the warpath, they warned him of impending danger and advised him to leave. Loading his possessions on an ox cart, he went to Fort Brooke with his wife and daughter, Elizabeth. The family remained at the fort a few months and then went to Mobile, Ala. The place where he had settled was known thereafter as Simmons' Hammock.

The tranquil period which followed the establishment of Fort Brooke in 1824 ended abruptly and tragically a little more than a decade later, three days after Christmas in 1835. The Seminoles went to war.



CHAPTER III

THE SEMINOLES FIGHT—AND LOSE

AMERICANS CALLED HIM Osceola. The Seminoles called him As-sin Yahole, or "Singer at the Black Drink." He also could have been called one of the most vicious, relentless foes that Americans ever had.

Osceola learned to hate the Americans as a child when his mother, a Creek Indian, was forced to flee from Georgia into north Florida, then owned by Spain, to escape capture and deportation to the West. And his hatred grew with the passing years.

Osceola's feeling toward the white man was not softened by the fact that he himself was partly white. Some historians say he was the son of William Powell, an Englishman. Others say his white blood came from a Scotch grandfather. Wherever it came from, he had it, as shown by his light eyes and white man's cheekbones. But except for his eyes and cheekbones, he was all Indian—tall and erect, agile, and fiercely proud.

The young Seminole was just approaching manhood when the United States purchased Florida and began forcing his people south into the peninsula so that white settlers could move in and begin developing the territory.

Quite naturally the Indians objected to being pushed around, and driven from the villages where they had lived for years. They often retaliated with raids against white settlements and killed whole families with savage cruelty. After a particularly vicious raid in 1826, the government punished them by stopping annuity payments and taking away the Indians' guns. Great suffering followed.

The condition of the Seminoles in the late winter of 1826-27 was described by Colonel Gad Humphreys, Indian agent. In a report to the territorial governor in March he wrote:

"There is not at this moment, I will venture to say, a bushel of corn in the whole nation, or any adequate substitute for it. The coutee and briar-root, which have hitherto been to them a tolerable dernier dependence, are almost entirely consumed. For nearly a year they have been compelled to rely mainly upon these and the cabbage-tree for sustenance of the vegetable kind.

"What they are to do another year I dare not imagine. They have not corn for this year's need nor can I procure it for them. . . . The situation of some of these people is wretched, almost beyond description; those particularly who during the late alarm were robbed of their guns, have been absolutely famishing. . . . Towards a people like the Indians, whose chief dependence for subsistence is upon the chase, a greater

cruelty could not be practiced than to deprive them of the implements so important and indispensable to their mode of life."

During the year following Humphrey's report, hundreds of Seminoles were starved into submission. With bitterness and hatred in their hearts, they left their homes in north Florida and moved southward into the reservation assigned to them. Many came at that time into the Tampa Bay region and it was then that the villages of Thlonotasassa and Hickapusassa were established.

The forced migration of some of the Seminoles did not end the Indian problem. Many remained in the neighborhood of their former homes, hiding in swamps and forests. They emerged occasionally to raid the homes of settlers, stealing corn and cattle, burning buildings and scalping men, women and children.

From the white man's viewpoint, this state of affairs was intolerable and insistent demands were made that every Indian should be deported out of Florida. If this was not done, the white men warned, the entire peninsula would remain uninhabited and undeveloped, rich though it was in fertile lands and untapped resources.

Tired of constant strife, some of the older, wiser chiefs reluctantly consented to leave early in 1835. But they did not speak for all the Seminoles. A strong faction of younger warriors, led by fiery Osceola, prepared to resist all attempts by the government to carry removal plans into effect. These warriors had acquired guns and ammunition from traders and through raids, and were supremely confident.

An ultimatum to the Indians was issued in April, 1835, by General Wiley Thompson, newly appointed Indian agent, at a meeting with the chiefs. He told them bluntly that if they would not sign a new treaty expressing their willingness to leave voluntarily, the Seminoles would not be permitted to buy any more powder, regardless of how much they needed it for hunting.

Osceola was defiant. His eyes flashed with anger. He cried: "Am I a Negro, a slave? My skin is dark, but not black. I am an Indian, a Seminole. The white man cannot make me black. I will make the white man red with blood, and then blacken him in the sun and rain, where the wolf shall smell of his bones and the buzzard live upon his flesh."

General Thompson was adamant. Sternly he told the chiefs to sign the treaty or suffer the consequences. Osceola sprang to his feet and strode to the table where Thompson sat with the treaty before him. Drawing his knife, he plunged it down, pinning the treaty to the table, and cried: "The only treaty I will ever make is this!"

The treaty Osceola scorned stipulated that all Indians should leave Florida by January 1, 1836. And General Thompson sent word to the Indians that the deadline would not be extended. Shortly afterward he

captured Osceola and held him at Fort King for six days in chains. Finally released, the Seminole leader left the fort cold with anger.

Several old chiefs, realizing that resistance was hopeless, prepared to leave Florida before the deadline. One of these was Charley E-Mathlar. He went to Fort King and received money for his cattle. On November 26, 1835, while returning to his village, he was met on the trail by a party of Indians led by Osceola and killed, as a warning to other chiefs not to submit to white demands. Osceola took the money Charley E-Mathlar had received and threw it away, saying he could not keep it because it was made of red man's blood.

The killing of Charley E-Mathlar plainly showed that the Seminoles did not intend to heed the January 1st deadline. General Duncan L. Clinch, then in charge of Federal troops in Florida, immediately began taking steps to force the Indians to comply. He had seven hundred regulars under him and could count on the help of several thousand Florida volunteers. He did not contemplate having any trouble. General Andrew Jackson had routed the Indians in 1818 with little effort; surely he could do the same.

General Clinch's plan was simple. He intended to assemble a strong force at Fort Drane, about fifteen miles northwest of Fort King, drive south to the Withlacoochee River and then swing eastward, catching the Indians in a trap. The Indians would then be driven into Fort King, near the present city of Ocala, and kept prisoners in a stockade until the time came to deport them to the West.

To provide enough soldiers at Fort King to prevent his expected prisoners from escaping, the general sent orders to Fort Brooke instructing Major J. S. Belton, then in command there, to send two companies to Fort King at once.

Major Belton received the orders on December 19, less than two weeks before the deadline. Two days later, while preparations for the long overland march were being completed, Major Francis L. Dade arrived from Key West with thirty-nine men.

Major Dade was no stranger to the Indian territory. He had come to Tampa Bay as a captain with Colonel Brooke when the fort was established in 1824 and had been stationed at the fort several years. He knew the region well. And he had no fear of the Indians—all those he had ever seen had been friendly. Without misgivings he accepted the assignment of leading the force to Fort King.

On December 23, the day before the troops were scheduled to leave, the families of two pioneer settlers, Levi Coller and the Rev. Daniel Simmons, came to the fort. Coller had been living at Six Mile Creek, where he had moved in 1829, and Reverend Simmons about fifteen miles east of Tampa. They told Major Belton that Indians had

warned them of impending trouble and had advised them to leave their homes.

The major told them he believed their fears were unjustified but invited them to "bunk down" in one of the garrison buildings. That night Mrs. Collier, her daughter Nancy, and Mrs. Simmons kept busy making powder bags for the departing soldiers.

Early the next morning, on the day before Christmas, Major Dade left the fort with seven other officers and one hundred and two men. His fife and drum corps played a merry tune as the troops marched away. The air was cool and sharp but the sun, just coming up over the pine trees, was bright and warm—ideal weather for the hundred and five mile trip up the Military Road to Fort King.

A Negro guide, Louis, accompanied the troops to serve as an interpreter and tell them what route to follow through the Withlacoochee River swamps where the Military Road was not even a blazed trail. The Negro had been hired from his owner, Mrs. Antonio Pacheco, at \$25 a month. Later he was accused, perhaps unjustly, of keeping the Indians informed of all of Dade's plans.

The troops made slow progress. The bridge across the Hillsborough was down and Major Dade's men had to rebuild it before they could proceed. On the 27th they crossed the Withlacoochee and camped. The worst part of the trip now seemed to be over. North of the Withlacoochee the road led through open pine country where fast time could be made.

South of the river Major Dade had kept scouts on his flanks, just as a precautionary measure, even though he had no fear of being attacked. Now, with the dangerous country behind him, he proceeded



Fishermen who settled in the Tampa Bay region in pioneer days lived in palmetto-thatched huts such as this old time dwelling which was photographed in 1896.

with only a small advance guard as protection. It was the morning of Monday, December 28, 1835, just three days before the deadline set for the submission of the Indians.

A brisk north wind was blowing, bitterly cold for men accustomed to the warmth of the semi-tropics. Most of them were huddled up in their overcoats, with collars turned high and the fronts buttoned tight over their boxes of ammunition. No one expected any trouble. The column was stretched out several hundred yards, with the baggage wagons and a six-pound cannon lumbering along at the rear.

Suddenly, without warning, the hideous shriek of Seminole war cries filled the air. And from palmetto clumps and thickets on both sides of the road came a withering rain of bullets. Major Dade and half his force fell dead or wounded at the first blast. Capt. U. S. Frazer was instantly killed, Lieut. R. R. Mudge was mortally wounded, and both arms of Lieut. J. L. Reais were shattered with bullets.

Despite the shock of the unexpected attack, the remainder of the force resisted bravely. The men took positions behind trees and began returning the fire. But the Indians and their Negro allies were well concealed in the tall grass and palmetto clumps and few were hit.

Lieut. W. E. Basinger finally succeeded in bringing up the cannon and putting it in position. He poured in six rounds of canister upon the Indians and they retreated. The survivors then had a moment's respite and they used it to start building a breastwork of logs. But it provided only slight protection and when the Indians returned they soon finished their deadly work.

Only three Americans escaped. They were John Thomas, Joseph Sprague and Ransome Clarke. Thomas and Sprague got away while the fighting was going on by crawling through the woods and hiding. A Negro saw Clarke lying on the ground after the fighting ended and went over to him to beat him with a club. But when the Negro saw the ghastly wounds on Clarke's head, he yelled, "Damn him, he's dead enough," and passed on to another victim. The three survivors, all badly wounded, managed to return to Fort Brooke six days later and tell the story of the massacre.

Osceola did not take part in the massacre, the worst that American troops had ever suffered. He helped plan the ambush and expected to take part in the fighting but he was delayed by another savage task—the killing of General Wiley Thompson, the man he had once defied and who had later held him in chains.

On the afternoon of December 28th, the day the Dade massacre occurred, Osceola and a party of warriors succeeded in ambushing the general and a lieutenant about a mile from Fort King. The two officers fell instantly, pierced by many bullets. The Indians finished their horrible work with their scalping knives. Near by was a sutler's store.

The Indians surrounded it and, firing through the windows, killed the sutler, his two clerks and a small boy. Then, after plundering the store, they burned it and scalped their victims.

Back at the Fort Drane, General Clinch received no word of the Dade massacre or the killing of General Thompson. So far as he knew, all the arrangements he had made for rounding up the Indians were being carried out as he had planned them. General R. K. Call had arrived with two regiments of Florida volunteers and his own force of a brigade of regulars was ready for action. So, on the morning of December 29th, two days before the deadline, he headed south toward the Withlacoochee.

General Clinch did not know it, of course, but Osceola's scouts were observing all his movements and keeping the Seminoles constantly informed. And on the morning of December 31st, Osceola prepared to attack.

He waited until half the volunteers had crossed the Withlacoochee at a point about twenty miles from the Gulf and then closed in. The Americans were caught completely by surprise and had it not been for their superior numbers, might have suffered the same fate as Major Dade's command. As it was, five Americans were killed and forty wounded.

The battle was indecisive but it could be called a victory for Osceola inasmuch as General Clinch was forced to retreat and give up his plan to trap the Indians. Moreover, Osceola had convinced the volunteers that Indian warfare was most hazardous and exhausting. The term of enlistment of most of the volunteers had expired and they quickly decided it would be necessary for them to return home and protect their families.

The families truly needed protection. During the following month, the Indians struck time and again in north Florida. Sixteen large plantations were laid waste. Scores of isolated homes were burned. Sugar mills and storehouses were destroyed. Many families were killed. With savage fury and cruelty, the Indians were getting revenge for all the real or fancied wrongs they had ever suffered.

The Second Seminole War had begun—a war which was to drag on for seven long and bloody years.

Fort Brooke Is Endangered

The first word of the dreadful fate of Major Dade and his men was brought to Fort Brooke by the three survivors on January 3, 1836, six days after the massacre.

The fort and the infant town of Tampa were stunned—and grief stricken. Included among the victims of the massacre were many brothers, relatives and close friends of the fort's officers and men and

news of their death came as a tragic blow. But no one had much time to sorrow. The fort was in imminent danger of attack.

On the night of January 3rd a red glare was seen in the eastern sky. Soon afterward sentries brought in the report that Indians had fired the home of Levi Collier at Six Mile Creek. Other sentries brought word that bands of Indians and Negroes had been seen crossing the Hillsborough River near the Military Road.

Major Belton was deeply worried. Under him he had less than a hundred and forty men and soon the fort might be attacked by hundreds. To make the situation worse, the fort was protected only by a flimsy stockade—no one had ever believed before that much protection was needed. Now every man was put to work building a stronger barricade.

A schooner was anchored at the mouth of the river and the captain offered to take the officers' wives and children to a place of safety. But all the wives chose to remain with their husbands, even Mrs. Belton who was expecting a baby in another month.

Upon urging by the major, Judge Steele finally consented to go with the captain to carry a report of the massacre to Governor John H. Eaton and inform him of the urgent need of reinforcements. Near the entrance to the Gulf, Judge Steele sighted a vessel sailing south. He hailed it and told the captain to hasten to Key West and seek reinforcements there.

The schooner on which Judge Steele sailed was buffeted by strong winds and thirteen days were required to reach St. Marks, a journey which ordinarily could be made in much less than a week. The judge reached Tallahassee on January 17th and the governor immediately sent an express to General Clinch to inform him of the disaster and of the need for troops at beleaguered Fort Brooke. But the general then was desperate with troubles of his own in north Florida and had no men to spare to send to Tampa Bay.

Reinforcements did not arrive at Fort Brooke until January 29. On that day a detachment of fifty-six marines under Lieut. Nathaniel S. Waldron came in from Key West and a smaller detachment of eight marines under Lieut. Andrew Ross came in from Pensacola. This was the first time that marines were called upon for service with the army anywhere in the country and their appearance at Tampa Bay made history. It also was most welcome.

"Our arrival was very gratifying and unexpected," Lieutenant Waldron said in a letter written January 30. "We were badly needed as an attack was expected at the very time of our landing by a force of four hundred Indians and Negroes."

All danger to Fort Brooke was averted eleven days later when General Edmund P. Gaines sailed into Tampa Bay with a fleet of vessels loaded with seven hundred men—six companies of the United States 4th

Infantry and a regiment of Louisiana volunteers. The general had received word of the Dade Massacre while stationed at New Orleans; he came to Florida on his own initiative without waiting for orders from the War Department. For this action he later was severely censured.

General Gaines' men did not have an opportunity to engage the force of Indians and Negroes which had besieged Fort Brooke for nearly a month. The brown and black skinned allies slipped into the forests and disappeared when they sighted the armada in the bay.

After staying two days at Fort Brooke, General Gaines left with a strong force and proceeded to Fort King. Fifty-seven miles north of Tampa the troops came across the scene of the Dade massacre. The bodies of the victims were buried in two trenches, the officers in one and the men in the other. Six years later the bodies were removed to a national cemetery at St. Augustine. As a memorial to Major Dade and his men, an 80-acre reservation at the place of the massacre was dedicated in 1935 as a State Park. It is just south of the town of Bushnell.

The Seminole War Drags On

Determined efforts to encircle and trap the wary Indians were made during 1836 by four top-flight American generals but crafty Osceola was not caught and neither were any other Seminole leaders.

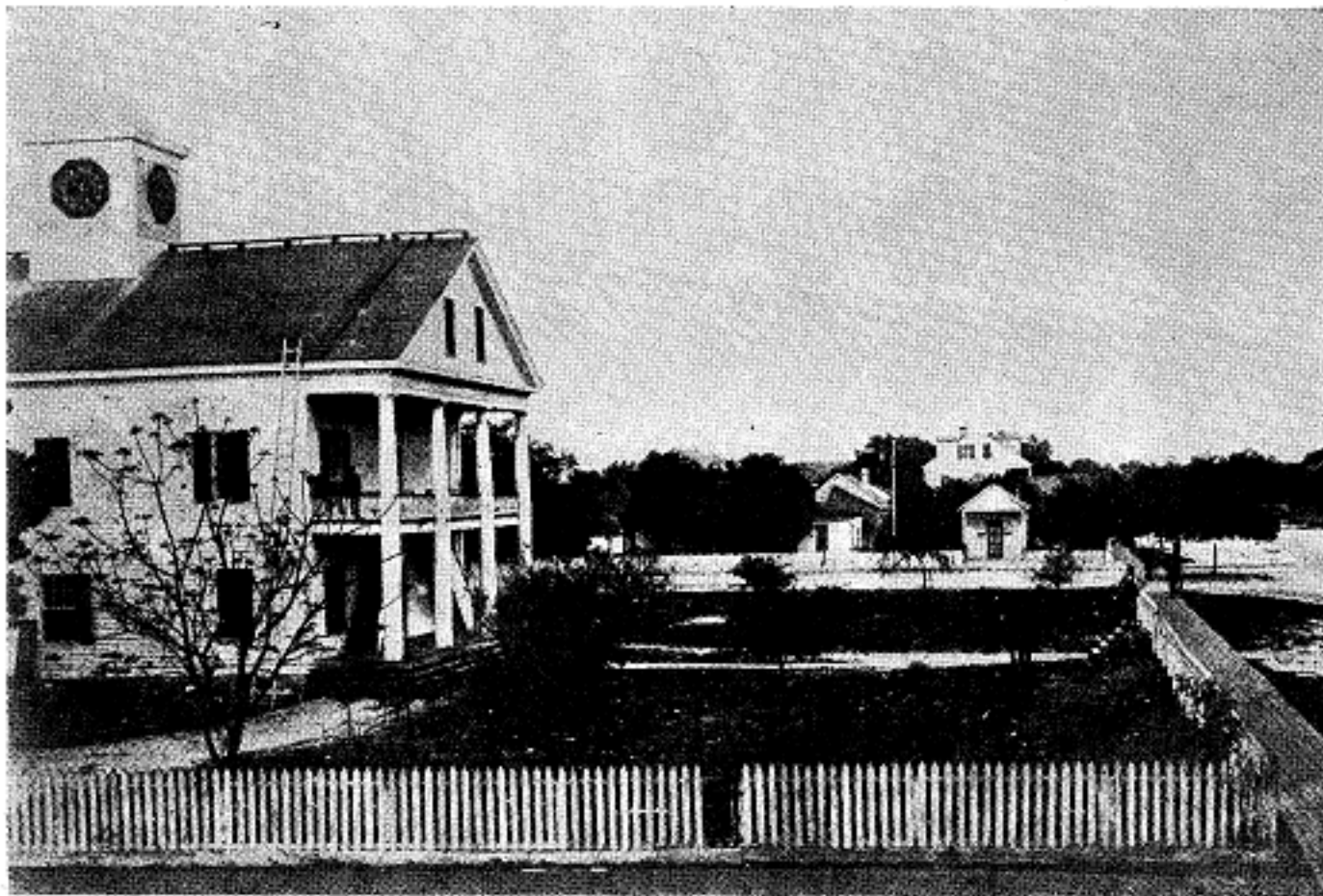


Photo Courtesy of Burgert Bros.

For more than thirty years this building, erected in 1855, served as the court house of Hillsborough County. The home of Capt. James McKay, Jr., is at the right.

General Gaines made the first attempt. Leaving Fort King on February 27, he swung southwest hoping to engage the Indians on the Withlacoochee where General Clinch had been repulsed. The Seminoles sniped at his men along the way but refused to fight Gaines' superior force in open battle. Reaching the river, the general's men ran out of food and almost starved before General Clinch came to their rescue from Fort Drane.

A much more ambitious attempt to trap the Seminoles was made in March and April after General Winfield Scott came to Florida to take command. With General Clinch and General Abraham Eustis helping him, Scott tried to throw a net around the Indians and then draw the net in. But the wily savages slipped through the mesh as easily as a minnow slips through a turtle net, and Scott's efforts were in vain. Blockhouses built by Scott's men were fired by the Indians and soldiers left to man them suffered severe privations before they were rescued.

So ended Scott's attempts to prove to the Indians that Uncle Sam's armies were not to be trifled with. He departed and Florida's governor, General R. K. Call, took charge of operations. Always convinced that volunteers could fight better than regulars, he assembled a strong force and struck south into the much-fought-over Withlacoochee region.

Call's men met a large body of Indians near the river and shots were exchanged without much damage being done on either side. The Indians then drew back to the Wahoo Swamp farther up the river and tried to induce the volunteers to follow them into the morass where ambushing tactics would be more effective. The strategic withdrawal of the Indians was reported by Call as a "brilliant victory" for his men. And, quite satisfied with such a victory, he left the Indians safe in the Wahoo Swamp and went back home.

Thus ended the campaigns of 1836. All had resulted in failure and the Seminoles had been encouraged to continue their resistance. But by now the War Department had become convinced that the war was a most serious affair and it took steps to conquer the savages by sheer force of numbers.

General Thomas H. Jesup, one of the army's most able generals, was placed in command and troops were rushed into Florida from army posts all over the country. Headquarters of the Army of the South were moved to Fort Brooke to be close to the scene of operations. Thousands of Florida civilians were employed by the army to serve as cooks, teamsters, clerks, mechanics and common laborers. Slaves were hired from Florida plantation owners to handle the heaviest jobs.

Working hurriedly, the army and civilian forces erected scores of forts and blockhouses, sprinkling them all over the northern half of the peninsula. Networks of military roads were constructed, radiating in all directions from strategic points.

The road leading north from Fort Brooke to Fort King was improved and a new one was constructed eastward across the peninsula. It passed through the newly constructed outposts called Fort Sullivan, Fort Cummings, Fort Davenport, Fort Gatlin, Fort Maitland and terminated at Fort Mellon, on Lake Monroe, the present site of Sanford.

This road, known for many years thereafter as the Fort Mellon Road, was used when peace came by pioneers in crossing the peninsula and became dotted with settlers' homes all along its length.

Another important road built out of Fort Brooke led more directly east through Fort Fraser to Fort Gardner, near the present site of Kissimmee.

Construction of the military roads and forts helped greatly in crippling the Seminoles. The roads were nothing to brag about but they were infinitely better than no roads at all. They provided routes on which trees and undergrowth were cut away, which had bridges over streams and rivers, and which were corduroyed through swamps. Over them, army forces could be moved quite rapidly. From the forts, detachments of troops could strike quickly into Indian territory, constantly harrying the enemy.

The troops fought no major battles. But they overran scores of Indian villages and captured old men, women and children. The Seminole War changed from a war of fighting to a war of attrition and a war of devastation. A number of chiefs realized the hopelessness of the struggle. They surrendered with their warriors and were deported west.

And then, on March 6, 1837, the last remaining chiefs met General Jesup at Fort Dade, built on the spot where the Dade massacre had occurred some fourteen months before. On that bloodstained spot, the Seminoles agreed to capitulate—to cease fighting and move south of the Hillsborough River where they were to remain until transports could be secured to take them west. Fort Brooke was named as the place where the Indians were to assemble.

As a concession to the Seminoles, General Jesup promised that all Negroes who had been living with the Indians and were considered their property should be permitted to accompany the Indians.

With this understanding, the Indians and Negroes began coming in to Fort Brooke, scores arriving weekly. By the end of May more than seven hundred had gathered, all ready to make the long westward journey. Everyone was convinced the war was over. Soldiers began making preparations to leave the fort and go back home.

In the bay, a fleet of transports and five warships had assembled—twenty-six vessels altogether.

Then, on the night of June 2, the Indians and Negroes fled from their camp and disappeared in the forests. Not one remained behind. The camp where they had been living, a few miles northeast of Fort

Brooke, was deserted and empty. Not even any tents or belongings had been left behind.

Various reasons have been advanced for the breakdown of the deportation agreement. Some historians say that the chiefs never intended to leave—that they came to Fort Brooke merely to get much needed supplies and to give them a breathing spell. Another explanation is far more likely. It is known that a swarm of slave hunters descended upon Fort Brooke late in May and began hunting for “run-away slaves.” They grabbed Negroes right and left, paying no heed to protestations of the black men or to the Indian chiefs. The slave hunters had no intention of permitting all these assembled Negroes to get away—they were worth almost \$1,000 each.

Whatever the cause of the departure of the Indians—they left. And Osceola was blamed. Accompanied by his chief lieutenant, Coacoochee, the Wildcat, he had arrived at the camp a few days before. And it is claimed that through oratory and through threats, he had induced or forced the assembled seven hundred to slip away at night. Perhaps that is true, but then again, perhaps it isn't.

Guilty or innocent of deception and promise-breaking, Osceola paid a heavy penalty. On October 20, 1837, he was captured at St. Augustine while under a flag of truce and imprisoned in a dismal cell in the old Spanish fort of San Marco, then named Fort Marion. A few weeks later he was taken to Camp Moultrie, on Sullivan's Island, near Charleston, S. C. There he died on January 30, 1838, his hopes destroyed, his spirit broken.

A half hour before Osceola died he requested the officers of the fort to grant him one last wish—permission to die dressed as an Indian chief. The costume he had worn during the days of fighting was brought to him and he put it on. Exhausted by the effort, he lay down a few minutes. Then, rising, he gave his hand to each one present, drew his war knife from his belt, and folded his arms across his breast. A moment later he died. The greatest warrior of the Seminoles passed on to happier hunting grounds.

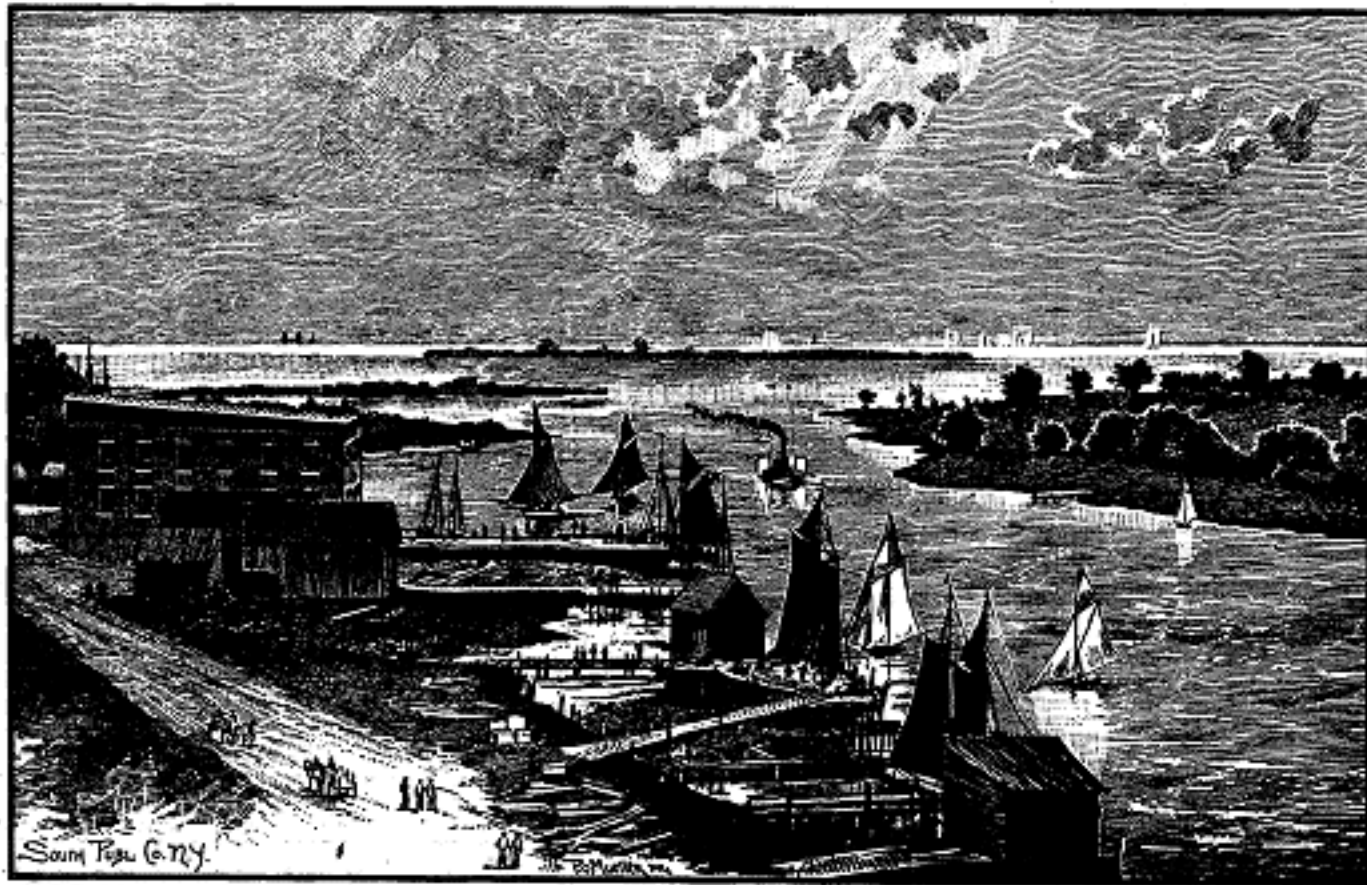
Osceola's chief lieutenant, Coacoochee, also was captured in the fall of 1837 along with his friend Talmus Hadjo. They were imprisoned in a dungeon at Fort Marion. High above them was a narrow window. Knives were smuggled to them and they cut toeholds in the wall. Then after making ropes of their bedding, they climbed to the window, squeezed through, and escaped.

After the exodus of the seven hundred Indians and Negroes from Fort Brooke, the war dragged on and on. It was not a true war. Rather, it was an endless pursuit of the Indians through the almost impenetrable swamps and forests where they had fled and from which they emerged occasionally to raid and pillage, or snipe at army forces.

Only one battle of any consequence was fought after the Fort Brooke fiasco. This occurred on Christmas day, 1837. In the valley of the Kissimmee, a few miles north of Lake Okeechobee, bands of Seminoles and Mikasukis clashed with troops commanded by Colonel Zachary Taylor. The Americans had 1,067 men—the number of Indians is not known. The Battle of Okeechobee, as it was called, lasted for hours. Twenty-six white soldiers were killed and 112 wounded. The Indians left ten dead on the battlefield. The Americans finally succeeded in driving the Indians into the swamps and fastnesses of the Everglades.

All through 1838 the pursuit of the Indians continued. Almost all of those who remained in the northern half of the peninsula surrendered or were captured. More than two thousand were deported. Not many more than a thousand men, women and children still were at large and they were hiding in the swamps and forests of the Kissimmee Valley, the Everglades and the Big Cypress Swamp.

An attempt to end the conflict without further fighting was made in May, 1839, by Major General Alexander Macomb, commander-in-chief of the United States Army, who made a special trip from Washington for the purpose. In a meeting held at Fort King on May 17, the general told the Indians that if they would stop fighting they would be permitted to live in a large reservation south of Charlotte Harbor. Taking the general at his word, the Indians agreed to the proposal and



Tampa's waterfront as it looked in 1880 from Lafayette street. The warehouse of Spencer & Henderson is shown at the left.

once more the war seemed ended. The Indians ceased fighting and began moving into the reservation.

Two months later, however, the Indians learned that General Macomb had not meant what he had said—that instead of the reservation being permanent, it was to be only temporary; that after the Indians had assembled there, they were to be rounded up and deported.

The Indians were furious. They got revenge on July 21st by swooping down on a trading post which had been established on the Caloosahatchee River. Attacking after midnight, they massacred Trader James B. Dallam, two of his clerks, a civilian pilot, and eighteen U. S. Dragoons of a force of twenty-six which had been assigned to protect the post. Lieut. Col. William Selby Harney, commander of the force, and eight of his men escaped by swimming in the river. The Indians seized all of Dallam's goods, valued at \$3,000, and \$1,000 in cash. They also got a large quantity of guns and ammunition and several barrels of whiskey.

After the massacre, the Indians fled again into their hiding places and the war of pursuit was renewed. A chain of forts was established on the Caloosahatchee, at the edge of the Big Cypress and around Lake Okeechobee. The whites closed in from every side, penetrating trackless swamps and marshes to find the Indians' hammock homes and gardens. Harried and hounded, many Indians gave up the struggle and surrendered.

On June 15, 1841, while new peace negotiations were being discussed, Coacoochee was seized at Fort Pierce, on the St. Lucie River, with fifteen other warriors and immediately sent West. Col. William J. Worth, then in command of the troops with headquarters at Fort Brooke, heard of the deportation and sent a messenger to New Orleans to intercept the prisoners and bring them back to Tampa.

The ship carrying Coacoochee and his men arrived in Tampa Bay on July 3 and on the day following, Freedom Day, Colonel Worth went on board. The Indian chief was in chains and so were his men. The colonel told the chief that the war must end, and that Coacoochee must end it. He warned that if the chief did not send out messengers to his people to tell them to come in, and that if all of them did not arrive within forty days, the chief and his comrades would be hanged from the yardarms of the vessel.

Confronted by this ultimatum, Coacoochee selected five messengers and sent them away. Ten days later six warriors and a number of women and children arrived. Day after day other small parties appeared. At the end of forty days, 80 warriors, 72 women and 59 children had come in. They were camped at the head of Old Tampa Bay at what was later known as Worth Harbor. The irons were then taken off Coacoochee for the first time and he was permitted to go ashore and meet his people.

On the following day, the Indians were marched on board two vessels and sent to the West. It is reported that while the ships sailed down Tampa Bay and out into the Gulf, Coacoochee stood on the deck looking shoreward, his usually impassive face drawn with sorrow. And as the land dropped below the horizon, the chief turned and said: "Never again will I see the pine trees of my native land."

With the departure of Coacoochee went the last hopes of the Indians of making effective warfare against the white man. By early summer of 1842 only scattered bands remained in Florida. The one important chief still uncaptured was Hollater-Micco, better known as Billy Bowlegs, a young and intelligent Indian who had become prominent during the latter part of the war.

Late in July, 1842, Colonel Worth sent word to Billy Bowlegs to come to Fort Brooke and discuss peace. Billy arrived on August 5th. Haughty and defiant, he refused to listen to any talk about deportation of the remaining Indians. Finally, after long arguments, arrangements were made for the Indians to occupy, at least temporarily, almost the identical territory General Macomb had said two years before that they could have: southwest Florida from Charlotte Harbor and Peace River on the north, the center of Lake Okeechobee and Shark River on the east, and the Gulf on the West.

On August 14, 1842, General Worth declared the war officially ended. He reported to the War Department that only 301 Indians still remained in Florida. His estimate undoubtedly was too low. Even so, there was no doubt but that the once powerful Seminoles and their allies were practically decimated. While the war lasted, 3,930 were deported to the West and hundreds more were killed in battle or died from wounds, starvation and disease.

The seven year war cost the lives of 1,466 members of the Federal army, including 215 officers. It also cost the lives of several hundred Florida volunteers. And, in money, it cost the Federal government approximately \$40,000,000.

There is little doubt but that the war was prolonged longer than was necessary, at least two years after the Indians had ceased to be a menace. The fighting was continued simply because thousands of persons had no desire to see hostilities cease. They had a financial interest in the conflict.

Wealthy plantation owners were receiving large sums each year from the Federal government for labor their slaves performed for the army. Hundreds of families of lesser means received army rations. Volunteers who went with the Federal troops were paid in good cold cash. High wages were paid to civilian employes of all kinds. Grafters and politicians made hay while the bullets whined. As Historian Sprague reported: "Some of every class, every profession, the opulent as well

as the humble . . . had a pecuniary interest in the prolongation of the war. Money flowed in abundance."

Not wanting this golden flow to ebb, greedy Floridians joined with greedy individuals from other states in demanding that the war continue until the very last "bloodthirsty redskin" be exterminated or deported to the West.

Needlessly long though it might have been, the Seminole War helped Tampa become established.

Tampa Has a Brief War Boom

When Major Dade and his men were massacred and the Seminole War began, Tampa was nothing but a tiny Indian trading post huddled alongside of Fort Brooke. It had a post office and was the county seat of Hillsborough County but since the county was practically uninhabited, that did not mean much.

Fort Brooke itself was a quite unimportant place, merely a small military outpost where two hundred men or so were stationed. But six months later it had become the main center of operations against the Indians. Troops from every part of the country poured in, remained a few days or weeks, and then went inland to campaign against the savages. With the troops came endless quantities of supplies. More barracks had to be built, more warehouses, more officers' quarters. The fort mushroomed in size.

Early in 1837, General Thomas H. Jesup made Fort Brooke the headquarters of the Army of the South. Members of the Engineers Corps and the Quartermasters Department had to be accommodated as well as the fighting men. The fort mushroomed some more.

To provide amusements for the soldiers, Odet Phillippi opened two billiard rooms and a ten-pin alley. Captain Rufus D. Kilgore erected and opened the first hotel on the West Coast south of St. Marks, a twelve-room frame building on the riverfront just north of the garrison. He called it the Tampa Hotel. Rooms in it were rarely empty.

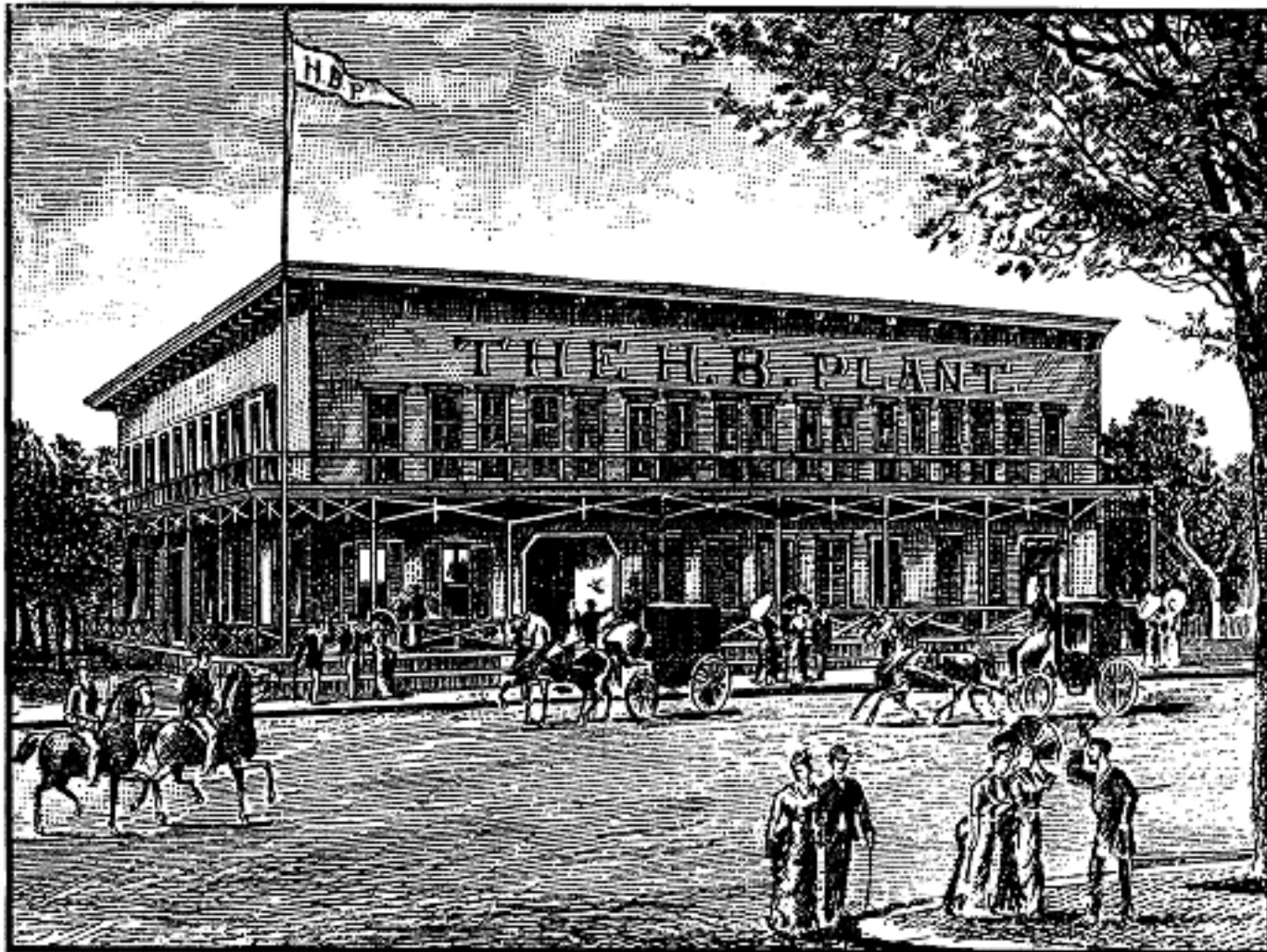
The general store owned by William G. Saunders was purchased by two newcomers from Philadelphia, Joseph Burr, Jr., and James Lynch. They built a large two-story frame building and stocked it with thousands of dollars worth of goods brought in by schooners from New Orleans and Savannah. They also built a wharf at the foot of the present Whiting Street.

For a time Lynch was an important figure in Tampa. He was popular with the soldiers at the fort and on March 18, 1837, they helped elect him clerk of the county court, the first man known to have had that office. He started the first county record book known to exist. This book, which contains a wealth of information about early Tampa, was found a century later on a burning trash heap in Tampa and now is owned by D. B. McKay.

For reasons unknown, Lynch departed hastily from Tampa early in 1839 despite the fact that he then had two shiploads of merchandise coming in and due to arrive at any time. He went to New Orleans where he sold all the merchandise in his store and on board the ships to the owners of another general store which had opened in Tampa the year before, William B. Lovelace and Henry Lindsey.

Lynch had to wait five years before he found a purchaser for his store building and land in Tampa. Finally, on May 30, 1844, while in Philadelphia, he sold the property to Bennet Ball, of New Haven, Conn., for \$1,800. In the deed, Lynch made the unusual statement that the property cost him \$5,000 and "but for the interference of the military would have been worth to me more than \$10,000."

Lynch gave no hint of what the "military interference" was. It is quite possible that the commander of Fort Brooke forced him to leave—he may have been caught selling liquor illegally to the Indians or the soldiers. It is a matter of record that he owned an astounding quantity of rum and whiskey when he sold out—more than a hundred barrels and nearly the same number of casks and kegs, plus twenty-four demi-



This was the first "modern" hotel built in Tampa. It was located on the east side of Ashley street just north of Lafayette and was opened on December 14, 1884, by the owner, Jerry T. Anderson. It boasted of having a stove for heating the guest rooms on the second floor.

johns. Surely Lynch must have developed quite a liquor trade, legally or illegally.

Because of the war, Tampa experienced its first real estate boom. Fort Brooke was filled to overflowing with excellent real estate prospects—soldiers brought in to fight the Indians. Many had never before been in the semi-tropics and were enthused by the land “where all the time is summer and flowers never die.” They caught the Florida spirit and yearned to become land owners.

Judge Augustus Steele saw to it that the would-be land owners were not disappointed. He gave them an opportunity to buy “city lots.” Through his efforts, two “towns” were platted and lots in them put on the market, the Town of Tampa on the east bank of the Hillsborough, just north of the garrison, and Tampa City on the west bank of the river.

The land for both the town and city was purchased from Richard S. Hackley, of New York. Hackley, it will be remembered, was the man who purchased the Alagon grant and claimed all the land in the Tampa Bay area. His son Robert was the man who had started a plantation at the mouth of the Hillsborough and was dispossessed by Colonel Brooke when the fort was established.

Tampa City was the result of a sale made early in 1837 by Hackley to Merchant William G. Saunders. Hackley sold him Rabbit Island, now part of Davis Islands, and a mainland tract on the west side of the river consisting of “fifty-eight acres, one rood and thirty-eight perches.” Soon after he acquired this land, Saunders employed Judge Steele to act as his attorney and land agent. And on December 4, 1837, Judge Steele sold this property for \$1,300 cash, thereby becoming the first real estate broker in the infant county of Hillsborough.

The purchasers of the 58-acre mainland tract plus Rabbit Island were two members of the army stationed at Fort Brooke, Major Donald Fraser and Private John Munroe, and Merchant Henry Lindsey. Desiring to make a quick turnover and a profit, these investors engaged Judge Steele to subdivide the land and sell it. So the judge straightway platted Tampa City and proceeded to sell “city lots,” thereby becoming the West Coast’s first subdivider and town planner.

The first purchase in the dream city was made March 27, 1838, by Bartholomew Tole, a sergeant in the army and a native of New York. For two lots fronting on the river, Sergeant Tole paid \$60 cash. Truly, Tole’s name must be recorded in history: Sergeant Tole, of New York, the first man in the world to buy a town lot in peninsular Florida, the first of countless thousands who were to buy in the years to come!

Other sales in Tampa City followed in quick succession. Private Thomas F. Hagin paid \$60 cash for an extra-choice river front lot, No. 41. Antonio Carillo paid \$120 for four lots not so choice. Patrick Galbraith paid \$40 for two inside lots. And Julia Ann Randolph, wife

of an officer, paid \$33 for lots Nos. 5 and 6. Julia Ann Randolph, first woman purchaser of a wee bit of South Florida heaven!

Judge Steele's plot of the "Town of Tampa" was filed in 1838, but is no longer in existence. Water Street was made forty feet wide and Tampa Street sixty feet wide. The first sale in this embryo town was made to Captain Rufus D. Kilgore who purchased lots Nos. 54 and 55 and built the Tampa Hotel. Odet Phillippi also was one of the early buyers, paying \$100 for three lots on Tampa Street.

Hackley's sales of land which led to the platting of Tampa City and the Town of Tampa were minor transactions for him. At that time the New York attorney had much bigger deals in the making. With the intention of selling the vast tracts he thought he owned, he joined with three other New York attorneys and organized the Florida Peninsular Land Company on September 14, 1837, capitalized for \$200,000. Extremely lengthy indentures in the Hillsborough County record book indicate that the company planned to push land sales after the Seminole War ended. But the plans collapsed when United States courts ruled that Hackley's claims were invalid and that he owned no Florida land at all. And so ended Hackley's dreams of making rich profits from the grant he had purchased from the Duke of Alagon.

The decision of the courts which upset Hackley's claims automatically cancelled all sales at Tampa which had been based on his alleged ownership of the land. The biggest loser was Judge Steele who thought he had become the legal owner of twenty-five acres in what is now the heart of Tampa. Now he learned he had no right to it—that it was a part of the Fort Brooke military reservation and hence was owned by Uncle Sam.

Judge Steele's loss was softened somewhat by the fact that by the time the decision was made, the land had become of little value. The real estate boom had collapsed. One of the main causes of the crash was yellow fever.

The dread disease was brought to Fort Brooke and Tampa by the steamer *Falcon* which arrived late in July, 1838, with a cargo of military stores from New Orleans. Two men on board were deathly sick. They were taken to the fort hospital where they soon died. A short time later, others were stricken. And before the epidemic ended, nineteen died—fifteen soldiers, the hospital matron and three children. Many others became seriously ill but recovered.

Partly because of the yellow fever and partly because of a greater need for men elsewhere, soldiers were transferred in large numbers from Fort Brooke to other forts in the late fall of 1838. And by 1839 the worst of the Seminole War was over and many troops were withdrawn from Florida. Fort Brooke had passed its zenith. And as Fort

Brooke declined, so did Tampa. Because of a lack of business, the Tampa Hotel closed its doors in April, 1840.

The slim population of Tampa and all Hillsborough County in 1840 was shown by the Federal census of that year. It gave the population of the entire county as 452, including two free colored and thirteen slaves. The total included 356 persons in the garrison under the command of Major Hoffman—304 male adults, 38 females and 14 male children under 15. This meant that the entire civilian population of the county was only 96 persons—81 whites and 15 colored.

Included in the list of families were: Augustus Steele, four males and four slaves; Odet Phillippi, five males, five females and three slaves; Henry Warren, four males, three females and one slave, and Levi Collier, four males and three females. Other heads of families were: Cason Cooper, William Prime, John Showard, Robert Hall, John Ballen, D. Spalding, William B. Lovelace, Robert Murray, Donald Fraser, Pedro Haley, Juan Monte, Gregoris Monte, and Robert Jackson.

All trace of most of these families has been completely lost with the passing years. The Robert Jackson family was an outstanding exception. It became one of the leading families of Tampa and took an active part in community affairs for many decades.

Mrs. Jackson was Nancy Collier, oldest daughter of Mr. and Mrs. Levi Collier, the first permanent settlers at Tampa Bay. Her marriage to Robert Jackson culminated a war time romance and was the first on the entire West Coast of which there is any record.

Born in Philadelphia, Jackson came to Fort Brooke in 1834 to serve as a steward in the fort hospital. He soon became acquainted with Miss Collier, who lived nearby at Six Mile Creek. And when the Collers came to live at the fort at the outbreak of the Seminole War, their acquaintanceship ripened into love. They were married on September 14, 1836, by Judge Steele. Almost everyone at the fort joined in giving the newlyweds a merry wedding party.

After the war, Jackson retired from the army and homesteaded on the west side of the Hillsborough River in the section now known as Hyde Park. He later served as probate judge of the county. Mr. and Mrs. Jackson had eight children: Mary Josephine, Levi Oscar, Maria Theresa, John Brown, William Parker, Robert Andrew, Parker and Cordelia. Jackson died in 1865 but his widow lived until 1907.

Mrs. Jackson's father, Levi Collier, was probably the first Tampa Bay pioneer who received a government job. A lighthouse was erected on Egmont Key during the war after several ships bringing in supplies missed the channel at night and were stranded on sand bars, and Collier was appointed lighthouse keeper. He held the post many years.

The Egmont Key lighthouse was not the only navigation aid which seamen got during the war. In the fall of 1838 a chart of the coast from

Fort Brooke to the Suwannee River was made by Captain Rufus D. Kilgore. Ship captains, officers of the United States Navy, and leading citizens of the Tampa Bay region were so well pleased with Captain Kilgore's work that they signed a testimonial stating that the chart "surpasses anything we have ever seen both for correctness and conveniences to all navigation."

The testimonial, which was copied in the county record book, shows that steamers as well as sailing vessels were then coming regularly into Tampa Bay. Robert May was pilot of the steamer *Chamois* and Charles M. Gallagher master of the U. S. steamer *Columbus*. Most of the incoming ships, however, were schooners and brigs. Captains of those sailing vessels of bygone years were: I. N. Sawyer, *Montgomery*; B. W. Tucker, *Col. De Runy*; William Rysdyke, *Marion*; Joseph D. Mitchell, *Constitution*; B. T. Wilrie, *Chilie*; John B. Miner, *Rob Roy*, and Asa Sawyer, *Sarah*.

Accounts of the damage done to the brigantine *Homer* during a vicious storm which started Sunday, September 9, 1838, filled eleven pages of the county record book. The ship, commanded by Captain John Nabb, was blown from its anchorage off Gadsden Point to a sandbar off Egmont Key where it was stranded. The brig was finally pulled off the bar by Capt. Franklin D. Philips, of Groton, Mass., who towed her into Tampa and claimed salvage fees.

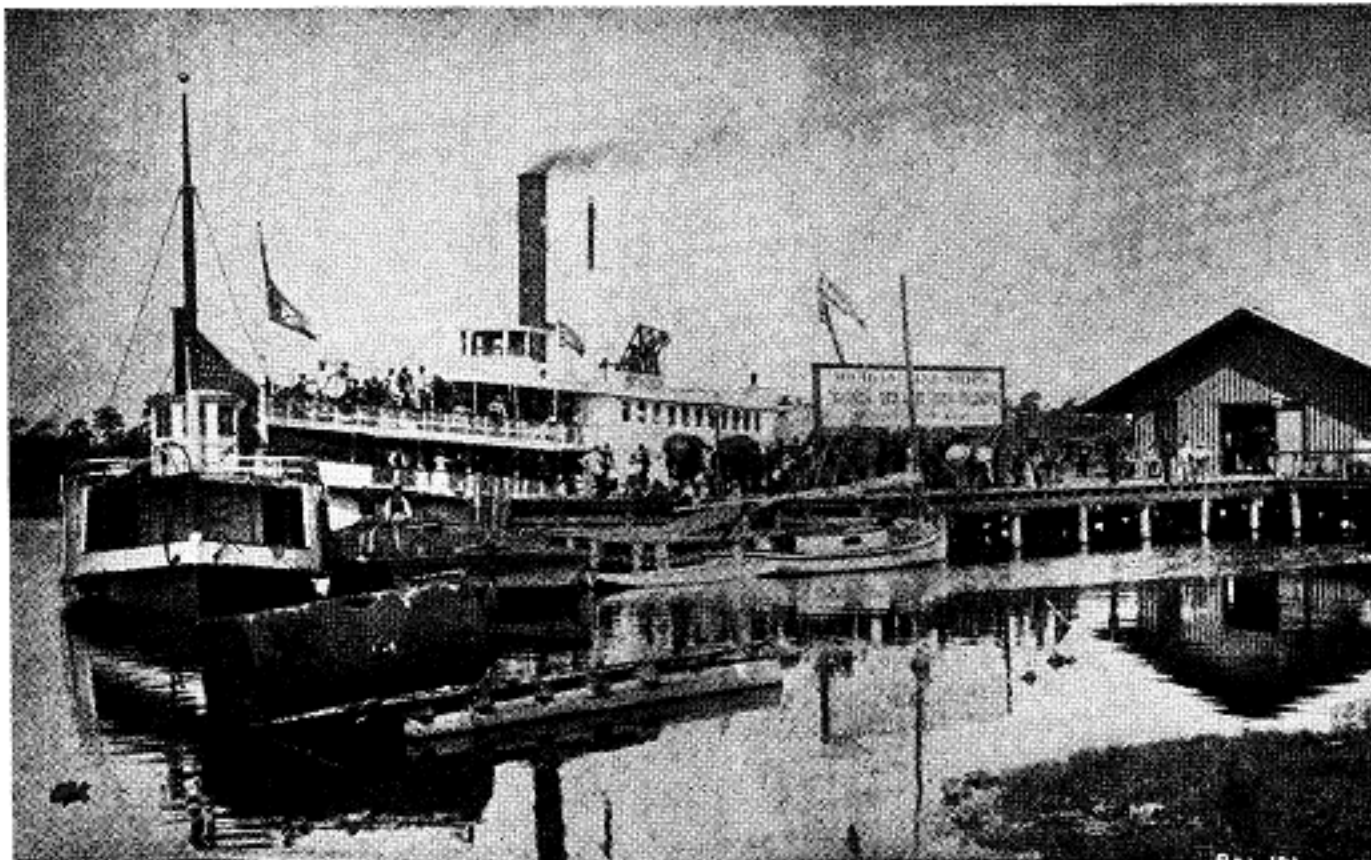


Photo Courtesy of Burgert Bros.

Before the coming of the railroad schooners and shallow draft steamers provided Tampa's only connection with the outside world. This picture shows a Morgan Line steamer docked at the foot of Jackson street in 1882 when Tampa had a population of less than 600.

Ships which came into Tampa Bay during the 1830s occasionally brought in Negro slaves as well as military supplies. The first slave sale recorded in Hillsborough County was made July 28, 1838, when Major Donald Fraser sold a Negro woman "recently introduced into this territory" to Coran E. Cooper for \$300 cash. The major purchased the woman in New Orleans where he obtained a certificate from the recorder of mortgages showing there were no encumbrances against her.

Negro slaves were freed as well as sold at Tampa Bay during the Indian war days. The county record book contains numerous entries signed by General Zachary Taylor and other high ranking army officers showing that many Negroes who had been fighting with the Indians were granted their freedom when they surrendered at the fort. What happened to those freed Negroes is not known. The Federal census of 1840 showed that only two were then living in Hillsborough County.

Two slave transactions of long ago which have more than a little human interest are recorded in the county record book. They indicate the love that a Negro slave owned by Chief Micanopy, Charles Payne, had for his wife and daughter who had been taken from him by slave hunters and sold. J. H. McIntosh, of Alachua County, purchased the wife, Jean, and Gad Humphreys, Indian agent, purchased the daughter, Betsy. To make them free again, Payne paid McIntosh \$350 and Humphreys \$400. It would be most interesting to know how Payne got enough money to buy his loved ones out of slavery.

One slave mentioned often in the record book made history. He was the Negro Louis who had been brought to Tampa Bay by an army major and sold in 1832 to Antonio Pacheco, a Spaniard then living near the Manatee River. A most unusual Negro, Louis had been well educated and could read, write and speak Spanish, French and English and also knew the various Indian languages.

Because of Louis' linguistic abilities, he was hired from Mrs. Pacheco on December 23, 1835, by Capt. John C. Casey to serve as interpreter and guide for Major Dade on his ill-fated journey toward Fort King. For the services of the Negro, Mrs. Pacheco was paid \$25 a month. During the Dade massacre, Louis was captured by Chief Jumper and held as his slave. When Jumper surrendered in May, 1837, Louis was deported to Louisiana. Many years later he returned to Florida and lived in Jacksonville until he died in January, 1895.

Louis has been accused by many historians of having conspired with the Indians by giving them information which enabled them to slaughter Dade's men. Louis, however, vigorously denied time and again that he had ever betrayed the troops.

When the Seminole War ended, Judge Steele's plat of the "Town of Tampa" was retained but Tampa City disappeared forever. So did most of the men who had been active during the war period. A few

remained but the great majority drifted away and nothing is left to show they once were here except their names in a musty record book.

One of the men whose name appeared often in the records remained in Florida for eternity. He was James Baxter Dallam.

Born in Hartford County, Maryland, in 1806, Dallam enlisted in the army when a youth and was stationed in many parts of the country. In May, 1838, he went into business with Philip G. Hambough and became the sutler for the 1st Regiment, U. S. Infantry, buying \$20,000 worth of general merchandise from James Lynch, at Tampa. Dallam and Hambough first opened a store at Fort Harlee on the Sante Fe River just north of Waldo and then moved with the regiment to Fort Clinch, on the Withlacoochee River eighteen miles from the Gulf.

Dallam was a strong Florida booster and in a letter to his brother written November 30, 1838, he said: "I have no doubt but that Florida property will be in great demand after the war and sell much higher than Western lands. I shall speculate a little myself."

In June, 1838, Dallam was granted the right to establish an exclusive Indian trading post on the Caloosahatchee River in the heart of the newly established Indian reservation. He expected to make big profits, as shown by his letters home. He said that the Indians undoubtedly had great quantities of hides and skins and also considerable money and since they were wretchedly off for clothing and supplies, he had "no doubt of doing something handsome this summer."

After buying a large stock of goods from the firm of Lovelace & Lindsey, in Tampa, Dallam left Tampa Bay with high hopes in July, 1839. Lieut. Col. William Selby Harney accompanied him with twenty-six dragoons to give him protection. But on the night of July 21 a large band of infuriated Indians swooped down upon the post, then being established, and massacred almost everyone in it, as previously related.

Trader Dallam was one of those who were killed. His body was found a few days later and buried on the bank of the Caloosahatchee close to the spot where he had fallen.

Dallam never had the chance to learn whether the Florida which he loved would forge ahead when the war clouds passed. But forge ahead it did. A new era was dawning.



CHAPTER IV

A CITY BUILDS ON TAMPA BAY

ALLURING NEWS about Florida for the land hungry people of the nation was featured in newspapers throughout the country during the late summer of 1842. The stories told about the successful termination of the Seminole War and then went on to tell in fascinating detail all about the wondrous attractions of the vast domain in the Florida peninsula now opened for settlement.

In this fair land of the semi-tropics, the writers said, huge fortunes soon would be made in citrus fruits and coconuts, sugar cane and cotton, figs and dates, spices and tea, and countless other things which could not be grown in the northern states. The soil was so rich that crops grew as though by magic and almost no effort was required to make a living.

Largely because of the favorable publicity, daring men and women in all parts of the North soon began heading for the land of year-round sunshine. And they also came from Georgia, Alabama, the Carolinas and Virginia. And from Germany, Ireland, France and Holland.

The southward migration was materially accelerated when Congress on August 4, 1842, passed an act "to provide for the armed occupation and settlement of the unsettled part of the peninsula of East Florida."

The act, commonly called the Armed Occupation Act, provided that any person "being the head of a family or a single man over 18 years of age and able to bear arms" who settled anywhere south of Gainesville, erected a house "fit for the habitation of man," cleared and cultivated at least five acres and lived there four years would be entitled to a quarter section of land, 160 acres.

The purpose of the act was obvious. The possibility of another war with the Seminoles seemed remote indeed, now that most of the savages had gone to the reservation in southwest Florida, but members of Congress wanted to eliminate all chance of a renewal of the conflict. This could be done, they argued, if hardy, Indian-hating frontiersmen thickly settled central Florida. And such settlement could best be promoted, they claimed, by giving part of the public domain to persons willing to undertake their own defense and make payment in that manner for the land they occupied.

There was strong opposition to the act. Many members of both the House and Senate from southern states were strenuously opposed to any form of a homestead act, even when homesteaders were required to bear arms to protect their homes and families. They had no desire to see the rich lands of Florida pockmarked by the farms of non-slave owning settlers.

The opposition gave way finally only because of the undisputed fact that another Indian war must be prevented, now that war with Mexico was imminent, and the act was passed. But during the debate it was materially weakened. Only 200,000 acres were allocated for settlement and the offer of free land was limited to one year.

To carry out the provisions of the act the General Land Office opened two offices in Florida, one in St. Augustine and the other in Newnansville, a once-thriving but now-vanished community about ten miles northwest of Gainesville. The St. Augustine office issued the first permits on October 11, 1842, and the Newnansville office December 15, 1842.

The promised free homesteads proved to be an irresistible magnet. And a large percentage of the land seekers headed toward the Tampa Bay region because of the publicity it had received during the war.

Some of the pioneers came in sloops and schooners. Others traveled overland, all their earthly possessions piled into huge covered wagons drawn by mules or oxen. Sometimes they followed the military roads constructed by the army during the Indian war; often, however, they cut through the wilderness, making their own trails as they went. The journey from Gainesville to Tampa Bay rarely was made in less than two weeks by the ox or mule teams. Often a month or more was required to make the trip, the pioneers camping along the way occasionally to give their animals a rest. Many brought with them small herds of cattle.

Records of the Land Office reveal that at least 119 persons secured permits to settle in what was then Hillsborough County. Included in that total were a number who had been living here before and took advantage of the act to secure homesteads for nothing.

Odet Phillippi, for instance, who owned two billiard rooms, a ten-pin alley and an oyster house in Tampa, secured a permit for a 160-acre tract at Worth's Harbor where he had previously started his St. Helena plantation and become this section's pioneer developer of citrus fruits.

A real old timer of Tampa, Levi Collier, also seized the opportunity to get land. On March 18, 1843, he wrote to Newnansville applying for a 160-acre tract on Rocky Creek and a week later the permit was granted. It was delivered by Land Office officials to John Waterson who had been persuaded by Collier and eighteen other applicants to make the arduous journey to Newnansville and secure the necessary papers. Waterson went on horseback and completed the roundway trip in a week.

Collier's son-in-law, Robert Jackson, who had become the first bridegroom of Tampa by marrying Nancy Collier, got a permit for 160 acres on the Alafia River. Henry Lindsey, part owner of a Tampa general store, applied for 160 acres on the Manatee River. Louis Covacevich, Tampa Bay pilot, secured 160 acres at Rocky Creek. And Judge

Augustus Steele, Hillsborough County's first judge, tried to get 160 acres on Depot Key, now part of Davis Islands. But his permit was annulled because the government decided the key had to be reserved for military purposes. This was the second time Judge Steele was denied Tampa Bay land—just a short time before the federal courts had upset his claim to a 25-acre tract he had acquired from Richard Hackley. Badly disappointed, the judge soon deserted Tampa and went to Cedar Keys to live.

Soldiers stationed at Fort Brooke whose terms of enlistment were nearing an end applied for permits and so did Spanish and Cuban fishermen who had been living in small, palmetto-thatched huts on bay shores and islands close to their favorite fishing grounds.

Included among this latter group were Maximo Hernandez who settled at the tip of "Fishermen's Point," on Pinellas Peninsula, at the place which still bears the name Maximo Point. Hernandez did not live long enough to receive a government patent to his land. He died before it was issued, on October 15, 1852, but his widow, Domingo Hernandez, became the owner.

Joseph Silva and John Levich, two other fishermen, settled on Boca Ceiga Bay. Joseph Elzuardi and Emanuel Olivella secured permits for land on the shores of Sarasota Bay. Elzuardi's land later was acquired by William Whitaker, pioneer of Sarasota, and part of it was given by him to his daughter, Nancy, when she was married to John Helveston, of Manatee. Their home was known thereafter as Alzarti Acres.

A large majority of the persons who sought land under the provisions of the Armed Occupation Act were newcomers to the Tampa Bay region, men and women who were determined to make their homes in this semi-tropical country regardless of the dangers and hardships which might be encountered. Many received patents for the land they occupied and became the progenitors of some of Florida's present-day leading families.

Names of the settlers who were granted permits for acreage under the Armed Occupation Act are listed in House Document No. 70, 28th Congress, printed in 1844, which gives a report dated January 24, 1844, from Thomas H. Blake, commissioner of the General Land Office, to Speaker John W. Jones of the House of Representatives. A tattered, yellowed copy of this rare old document is owned by Walter H. Fuller, of St. Petersburg.

The document plainly shows that the Manatee River section, then a part of Hillsborough County, was most favored by the homesteaders, a total of forty-five securing permits to settle on the fertile banks of the river, in the rich back country and on the islands near the mouth of the river. The Manatee land was so much in demand that the Land

Office ordered that it should be surveyed by government surveyors ahead of any other section of Hillsborough County.

The first surveys in Hillsborough were made early in 1843 by Col. Henry Washington, who ran the base lines. Washington was followed by Samuel Reid and A. M. Randolph, who made the interior surveys. Field notes of these men show they worked under most trying conditions, defying alligators and snakes to run their section lines through the dense underbrush and almost impenetrable swamps.

The first settler in the Land of the Manatee was Josiah Gates, a South Carolinian who had leased the Kilgore Hotel in Tampa in 1841. During the summer of 1842 he learned that the Armed Occupation Act was before Congress and would probably soon be passed. Deciding to take advantage of it, he sailed down to the Manatee River and selected a most desirable tract which had been the site of a small Indian village. The ground was rich and the Indians had cleared several acres, thereby providing Gates with an admirable home site.

Returning to Tampa, Gates loaded his belongings on the sloop *Margaret Ann*, owned by Captain Frederick Tresca, and went back to the Manatee, taking with him his wife and two children and eight Negro slaves. A six-room log cabin, with a passage way and detached kitchen were quickly built. In a few weeks the "Gates House," a hotel in the wilderness, was ready for business. And none too soon. Other



Photo Courtesy of Burgert Bros.

This was the heart of Tampa in 1880. The photograph was taken from the top of the courthouse looking south on Florida avenue.

homesteaders began pouring in. Within a short time the Gates House had to be enlarged and was always filled with guests.

Many of the newcomers were "common folk" who had never owned land before and wanted to get homesteads of their own while they had the chance. A few were descendants of wealthy, socially prominent southern families, originally from Virginia, who had been hard hit by the collapse of the banks at Tallahassee and Pensacola during the depression of 1837 and now were seeking to recoup their losses.

Included among these aristocrats were the Braden brothers, Hector W. and Dr. Joseph Addison; the Gamble brothers, Robert and William, and the Craig brothers, Pinckney and John William.

During the latter part of the Seminole War these men employed soil experts to cruise through the peninsula and select the best section for growing sugar cane. The experts favored the Manatee River region. Taking the experts' advice, the three sets of brothers purchased huge tracts along the river as soon as the section was opened for settlement. The Bradens bought 1,100 acres on the south side of the river, the Gambles 3,450 acres on the north side, and the Craigs several thousand more acres adjoining the Gamble holdings on the west. All paid the government \$1.25 an acre.

To develop their holdings, the men brought in their crews of slaves and white overseers. County records of 1847 show that the Bradens then had 121 slaves, the Craigs 74 and the Gambles 70. Hundreds of acres were cleared and thousands of feet of drainage ditches were dug. Months were required for this back breaking job. More than \$100,000 was spent on buildings and equipment and general supplies. Two modern sugar refineries were built, one on each side of the river. When the plantations finally got into operation, they were rated as among the finest in the entire South.

Imposing homes of the colonial type, with stately pillars, were built by Dr. Braden and Robert Gamble. For the walls, shell bricks were used. They were made by the slaves of shell, sand, water and lime, the lime being obtained by burning oyster shells. Bricks molded from this mixture and then dried became almost as durable as stone. When completed, the Braden Castle and the Gamble Mansion towered high above the surrounding country and their masters were truly monarchs of all they surveyed.

Supplies for the river plantations were brought in and cargoes of sugar were taken out by Captain Tresca and Captain Archibald McNeill, two hardy sea dogs who had sailed the seven seas and finally selected Tampa Bay as the place they liked best.

Tresca was a native of Dunkirk, France. When twelve years old he was apprenticed to the master of the *Bellerophon* and was serving as a cabin boy when the ship conveyed Napoleon to Torbay on his way

to St. Helena. Later he became a master mariner and learned five languages. On March 4, 1838, he took out citizenship papers at Key West. In his sloop *Margaret Ann* he carried merchandise from Cedar Keys to Key West, stopping at Fort Brooke and Indian trading posts along the way. In 1840 he made his home at Tampa and three years later homesteaded "near Tampa Bay." But he continued to follow the sea and for three decades was one of the best known mariners of the Florida West Coast.

McNeill was another "foreigner" who selected Tampa for his home. Born September 15, 1815, on the island of Gigha off the coast of Scotland, he ran away from home when thirteen years old and shipped before the mast. Coming to the Florida West Coast late in the 1830s, he made his home in Tampa in 1841. On January 28, 1843, he bought the old Kilgore Hotel at public auction for \$235—it had been closed since it was abandoned by Josiah Gates when he went to the Manatee River. Three years later, on May 27, 1845, he sold the hotel to Mrs. May F. Palmer for \$1,000.

None of the pioneers who came to the Tampa Bay region in the early 1840s settled in the immediate neighborhood of Fort Brooke or Tampa. That was because the Fort Brooke military reservation took in 256 square miles, the fort being in the center of a 16-mile square. Many permits for homesteads were granted, however, for land just beyond the reservation boundary line. Six were granted for land "near Tampa," two for land at Rocky Creek, and three on the Hillsborough River.

Fourteen permits were granted for land on the Alafia River, eight "near Tampa Bay," ten on Old Tampa Bay, seven at Clear Water Harbor, two at Worth's Harbor, two on Boca Ceiga Bay, forty-five in the Manatee River section, and three on Sarasota Bay.

Not all the pioneers wanted land on the water. Four got permits for homesteads at Simmons' Hammock, two at Hickapusassa, one at Thonotosassa Lake and five at Fort Sullivan, close to the present city of Lakeland. Most of these inland settlers located along the Fort Mellon or Fort King military roads.

The Armed Occupation Act was in effect less than nine months, no permits being issued after August 4, 1843. During the nine-month period, 1,312 permits were issued, 942 at Newnansville and 370 at St. Augustine. Of this total, 128 were annulled because they had been issued for lands covered by private claims or for keys and islands which were reserved for military purposes. That left a total of 1,184 permits to which no objection was made, for a total of 189,440 acres.

There is little doubt but that south Florida would have developed even more rapidly than it did after 1843 if the Armed Occupation Act would have been extended beyond that year. But efforts to prolong its

life were killed by political friends of slave-owning southerners. After 1843, settlers were unable to acquire free homesteads until the Homestead Act of 1862 went into effect.

The death of the Armed Occupation Act slowed down but did not stop the southward migration. All through the 1840s and well into the 1850s, home seekers continued to enter the Tampa Bay region. Some bought tracts from the Federal government, paying \$1.25 an acre. Many others selected places they liked and then just squatted. In some sections the number of squatters exceeded the number of land owners. All contributed their share to the development of the region.

The Wilderness Is Tamed—a Little

Into the untracked forests those early pioneers made their way and established homes in places where white man had never lived before. Simeon L. Sparkman, the first of many Sparkmans who came to Hillsborough, settled just east of an Indian village near Lake Thonotosassa, the chief of which was Billy Bowlegs. Most of the other Indians had gone farther south into the Indian reservation but not Billy and his people. They liked the place where they were living and intended to remain there as long as they could.

Few of the other pioneers had any neighbors, Indian or white. Each family had its own spot in the wilderness, and there it became established, sufficient unto itself.

The homes were simple, built of logs and thatched with fronds of palmettoes. Only a favored few had glass in the windows; practically all had wooden shutters to keep out the cold and rain—wooden shutters hung on hand-made wooden hinges which creaked and groaned when strong winds blew. During the winter months the shutters were kept closed but in warm weather they were thrown back and the houses often swarmed with flies and mosquitoes.

The mosquitoes were the bane of the pioneers' existence. During the rainy season, when the flat-wood lands stood covered with water for weeks, the mosquitoes bred by the trillion and often made life almost unbearable. In attempts to repel the pests, smudge fires were burned in front of every home. Old timers assert they often succeeded in driving away almost all the mosquitoes by feeding the fires with cow chips. But they ruefully agree that the smoldering cow chips didn't smell "none too good." When they went to bed, the pioneers slept under cotten-mesh netting to get a little rest.

Almost every old timer tells about having encountered giant wild cats, or panthers, fully six feet long and frightfully vicious, but so far as is known, no pioneer was ever killed by one of the animals. However, few of the early settlers were fortunate enough to escape from having some of their cattle killed by the wolves which then roamed through the

back country in savage packs. Many years passed before all the wolves were exterminated.

The worse task every settler undertook was clearing the ground for crops. Trees had to be cut down and tangled underbrush cleared away. Then followed the endless, backbreaking task of grubbing out the roots. Sometimes it took more than a month to clear one acre.

As soon as a small space was ready for cultivation, the first garden was planted—sugar cane, sweet potatoes, peas, squash and corn. Then came trouble from the animals and birds. The tender vines of the sweet potatoes were most tempting for the deer which overran the region and the pioneers often had to build barricades to prevent their crops from being entirely devoured. Rabbits caused more grief. And the wild turkeys were attracted to the gardens, causing no end of trouble. They came in flocks and gobbled up the tiny green sprouts as they burst through the soil. Scarecrows didn't frighten them away. Hundreds had to be shot before the others learned that the luscious peas and corn had not been planted especially for them.

Despite the fact that birds and animals often devoured crops, none of the pioneers ever suffered from lack of food. The woods and swamps were alive with game—deer, grey and fox squirrels, coons, opossum, turkeys, quail, blue wing teal, wood and brindle ducks, green-necked Mallards, curlews, and gannetts, better known as "Methodist preachers." There was never a time, winter or summer, when the pioneer could not go out into the woods and "shoot a meal" for his family.

When the settlers tired of game, they always had sea food to fall back upon. Tampa Bay and nearby waters then boasted of having some of the finest oyster beds in the world—oysters widely famous for their exquisite flavor. The bays also were noted for their delicious clams and scallops, and stone crabs. Enough shell food for a dozen meals could be gathered in less than an hour.

As for fish—well, the tales handed down by the pioneers are almost unbelievable. One old timer who lived near the tip of Pinellas Peninsula told of one school which entered Tampa Bay in the morning, kept moving northward all day long, and was still passing when darkness fell. Often when coming through the channel, schools of mullet would be chased by sharks or porpoises. In frenzied efforts to escape, the mullet would leap high into the air and make a weird, uncanny noise which old-timers say sounded like the roar of heavy surf on a beach.

In the old days most of the pioneers liked mullet better than other fish. But if they preferred pompano, or trout, or red fish, or any of a hundred other species, all they had to do was go out in a boat for an hour or so, cast a net or fish a while, and come back loaded down.

Pioneers who lived inland often came to the bay in their covered ox-wagons and camped while they caught, salted and sun-cured a supply of fish, having a vacation while replenishing their food supply.

Few if any of the pioneers had iron cooking stoves. Almost all the women cooked on so-called scaffold stoves in "detached kitchens" at the rear of their homes. These stoves were crude affairs. One was constructed by building a frame of pine logs about three feet high and four feet square. Inside this frame, and on top of it, sand was poured. The logs were covered on the outside with clay or marl so they would not burn. The cooking fire was built on top of the sand. Pine "light-wood" splinters, rich in turpentine, were used in starting the fires. Once started, the fire was fed with hard wood which burned long and gave out intense heat.

Sometimes the scaffold stove was sheltered with a wood-covered roof, high enough off the ground so there was little danger of its catching fire from flying sparks. Such shelters, often further protected by wind-breaks, were dignified by the name of "detached kitchens."

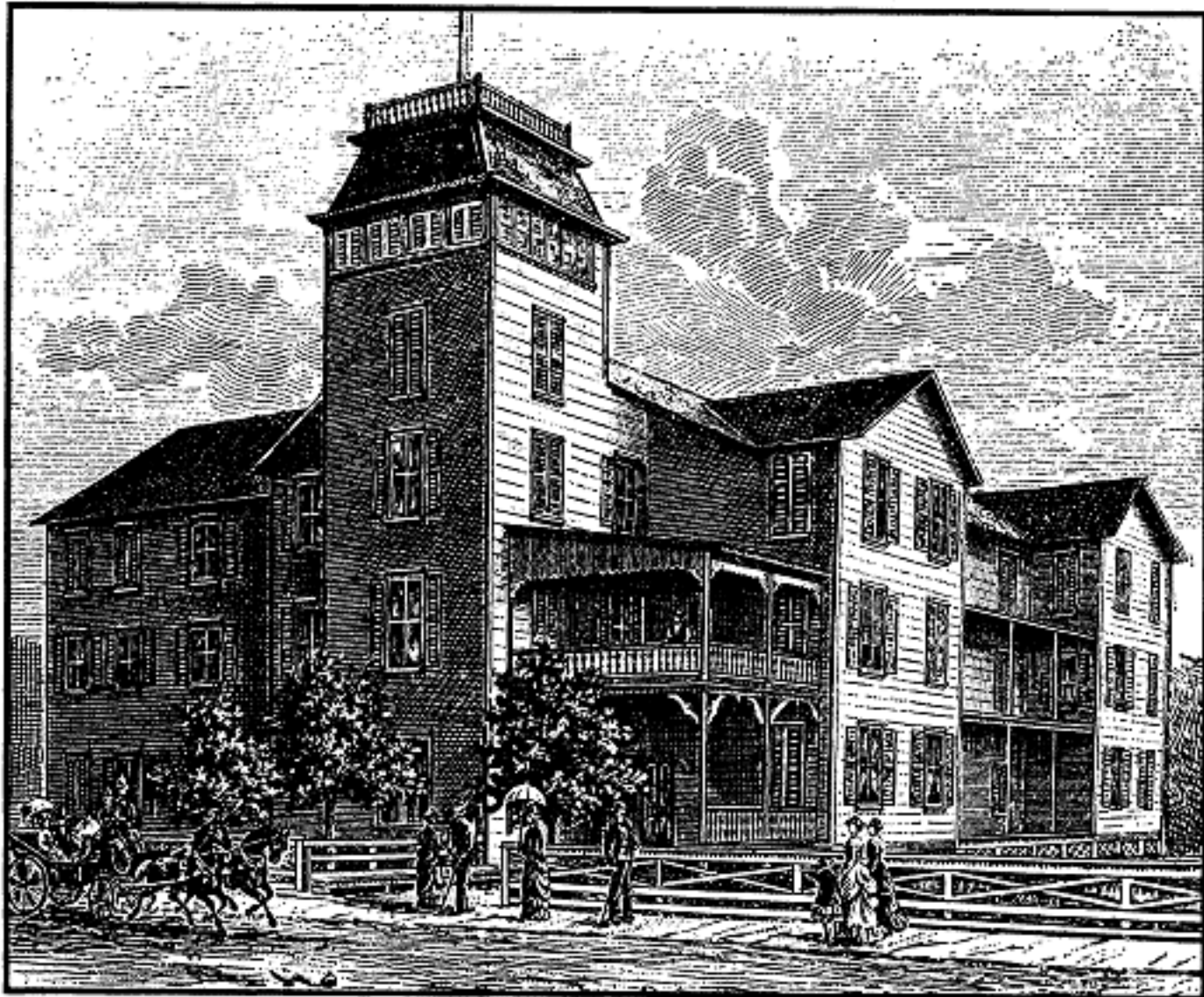
A few of the pioneers boasted of having iron grills for their scaffold stoves on which meat could be broiled or skillets placed. But most of the women placed the skillets and their Dutch ovens in the hot ashes. Both types of utensils had iron legs about four inches long. Around and between these legs the women heaped glowing embers to provide more heat. A primitive way of cooking, sure enough, but descendants of the pioneers still enthuse over the delicious meals their grandmothers prepared for them.

One thing the pioneers rarely had was good butter—that is, fresh butter. Many had milch cows and churns and made butter occasionally. But to keep butter fresh in this climate, without ice, was impossible. However, the women did the best they could. After churning, they put the butter in a wooden bucket and buried it in a shady spot in wet sand, and kept moist cloths on top of it. But in no time the butter would become rancid. This was no particular hardship to the pioneers; in fact, many of them became so used to rancid butter that they insisted fresh butter did not have any flavor. And they would not touch it until it became "ripe."

One of the most onerous tasks of the pioneers was making soap. The necessary grease was obtained easily enough from the always-useful razorback hogs which roamed through the woods. But then came the job of making lye. For many years the pioneers had to make their own by leaching the ashes of burned hickory logs and that took both time and skill. With both grease and lye ready, the pioneer women then proceeded to make their own soap and it was a long, tiresome, noisome process. But the soap finally was made and while it did not smell like perfume, it got rid of the dirt.

Fortunately enough, the women had few "fancy clothes" to wash and iron. "All that a man needed then," said one old timer, "was a hickory shirt, a pair of dungarees and brogans for his feet. For special doings a man had a black suit which he expected to last ten or fifteen years. The needs of the women were just as simple. A few calico dresses and an alpaca dress for Sunday best were almost all they wanted. As for the children—well, they wore almost anything and few of them had any shoes until they reached their 'teens.'"

Not many pioneers had money to buy lots of clothes, regardless of the family's needs. In those days, silver dollars looked as big as cart-wheels. Many settlers had no money at all. This was not because they were shiftless or the land sterile. The trouble was that the pioneers could not get good prices for their products. Often they could not sell at any price. More often than not they had to barter their products for the things they could not supply themselves—cloth, shoes, tobacco, spices and coffee, guns and ammunition, farm implements, and all the other "luxuries" and necessities every family needed.



For many years this hotel, the Palmetto, was the leading commercial hotel of Tampa and accommodated many winter guests as well. It was built on the northeast corner of Florida and Polk in 1884 by Judge N. G. Buff, of Terre Haute, Ind.

By virtue of its geographical location and head start, Tampa became the bartering and shopping center for a great part of the West Coast and central Florida.

Tampa Sheds Its Swaddling Clothes

Infant Tampa began to suffer growing pains in the mid-1840s. But in the beginning the pains were mild. That was because Tampa was a very small place.

The Tampa of 1846 was well described by George Ballentine, an English soldier who served in the United States Army, in a book published in 1853. Ballentine came to Tampa Bay for the first time on November 4, 1846, and the schooner which brought him had to anchor eight miles from Fort Brooke "on account of the extreme shoalness of the bay." He made the remainder of the trip on the government sloop *The Star* which served as a lighter for larger vessels.

Wrote Ballentine: "Tampa is a neat little village of wooden houses situated at the mouth of the river Hillsborough and close to the garrison. There is a small traffic carried on between it and the scattered settlers of the community who bring in their surplus products and exchange it here for goods and money. Its situation is reckoned to be one of the most healthy and salubrious in Florida but as the land in the vicinity is mostly of poor quality, and as the bay is difficult of approach for shipping, it does not seem destined to rise very rapidly in importance.

"The barracks, which may almost be said to be part of the village, are a long range of log buildings erected by the troops during the Florida Indian War of 1837. They have a covered gallery all around and are well adapted to the climate of Florida, being raised about three feet from the ground, high in the roof and well ventilated. They are built on the highest part of the garrison, about fifteen feet above the level of the sea, an unusually great elevation on the coast of Florida.

"We were all delighted, on landing, with the appearance of the garrison, its neat whitewashed buildings and its grassy parade grounds; while round the neat cottages in which the officers and their families lived, grew rows of orange and lime trees thickly covered with their golden fruit, then nearly ripe. In front of the barracks stood a noble grove of live oak trees which offered a delicious shade from the scorching heat of the sun and gave an air of quiet and an expression of sylvan beauty to the scene. . . .

"On arriving we found another company of our regiment stationed there, two companies being considered requisite for the protection of the inhabitants against any sudden outbreak of the Indians. . . . Parties of twenty or thirty frequently came to the village. They were always accompanied by a sub-chief, a sort of lieutenant, who had charge of the party, and their object was to exchange deer skins for powder and other

necessary articles. They frequently brought a few turkeys or a few pieces of venison, part of the game they shot along the way. These they sold cheap enough, a turkey fetching a quarter and a piece of venison of fifteen or twenty pounds weight, half a dollar.

"The Indians always visited the barracks when they came to the village, walking through the rooms and shaking hands with the soldiers in a perfectly peaceful manner. . . . On paying one of these visits it was customary for them to have a bout of drinking and dancing, a sort of Indian ball, which they held in a yard behind a house in the village appropriated exclusively to their use. The entertainments of the evening usually consisted of smoking and drinking whiskey until pretty late, a few of them dancing at intervals in the most ludicrous attitudes imaginable. They would end the evening usually with a war dance in which all who were not too drunk joined."

The Tampa which Ballentine wrote about was a small place indeed and it is easy to understand why he believed it was not destined to be a town of importance. But destiny had other plans for the infant town.

Ballentine probably did not know it but the main thing which retarded Tampa's growth in 1846 was a place in which to grow. It was a community squatter on government land. Not an acre of land, not even one lot, was privately owned. Uncle Sam owned everything. That was due, of course, to the fact that Tampa was still part of the military reservation. Newcomers could come in and erect buildings, if they wanted to, but they had no assurance that the government would not step in at any moment and take possession.

This was a hopeless situation and no one knew it better than the county officials who took office in January, 1846—the first full slate of officials Hillsborough ever had. They were elected in 1845, the year Florida changed its status from a territory to a full-fledged state. The county commissioners were Simon Turman, William Hancock, Micajah C. Brown, Benjamin Moody and James A. Goff. Turman was president of the board and also judge of the probate court. Simeon L. Sparkman was the tax assessor and John Parker tax collector. Thomas P. Kennedy was treasurer and E. A. Ware was county clerk.

All these men were relative newcomers to the Tampa Bay region. Kennedy, a native of Philadelphia, 34 years old, had come to Tampa in 1840 to establish an Indian trading post but left soon afterward and did not return until 1845 when he opened a store at Tampa and Whiting Streets, in the building built by Burr & Lynch.

None of the other officials had arrived before 1843. Turman, 47 years old, was a native of Ohio. When a youth he moved to Indiana. In 1843 he caught the Florida "fever" and promoted the migration of a group of Ohio and Indiana men including Ezekiel Glazier, Mortimer Bright, William Lockwood, and Asa J. Goddard. At New Orleans the

colonists met John Jackson, a native of Ireland, who was assistant city engineer of New Orleans. They persuaded Jackson to join them and chartered a sailing vessel to make the journey. Arriving at Manatee in July, 1843, they immediately filed applications for homesteads along the river and were granted permits in August. Turman built a house on the river at what later became known as Turman's Landing and was living there when elected county commissioner in 1845. Soon afterward, he and Jackson moved to Tampa. Each built a Tampa home, Turman at Lafayette and Ashley and Jackson on lower Tampa Street.

Micajah Brown, 32 years old, was a native of New Hampshire. He came to Tampa in 1845 and opened a small clothing store. William Hancock, a farmer of South Carolina, had bought land at Simmons' Hammock in 1844, as did John Parker, a North Carolinian. Benjamin Moody, a 35-year-old Georgia farmer, came to Tampa in 1845 with his wife and five children. James A. Goff, who called himself a politician from Virginia, was living in Tampa in 1845 with his wife and seven children. Edbridge A. Ware had settled at Manatee in 1843 with his wife and child. Simeon L. Sparkman, 40 years old, was a native of Georgia who had homesteaded at Simmons' Hammock in 1843 with his wife and four children.

One of the first acts of the new county officials was to petition the Federal government for a drastic reduction in the military reservation and the grant of a quarter section, 160 acres, which could be sold by the county and money obtained for the construction of a court house. The petition was approved by the War Department in July, 1846, and Major L. Whiting was instructed to make a survey and establish the reservation boundaries. The major completed his survey on September 14. The northern boundary was fixed at the picket fence, just south of the Palmer House and Kennedy's store, which had been built in 1836 to ward off the Indians.

Confidently believing that the county was assured of getting the 160 acres requested, the commissioners on October 26th employed John Jackson to make a survey and plat the town. He completed the survey December 30 and the town plat was recorded January 9, 1847.

It is believed that when Jackson laid out the town he followed the plat originally made by Judge Steele in 1838. He certainly did at least as far as Tampa and Water Streets were concerned. These streets had been in existence for nearly a decade and buildings had been erected on them. The street bordering the military reservation of the north was named Whiting, in honor of Major L. Whiting. Four of the other streets were named by Jackson after presidents: Washington, Jackson, Madison and Monroe. He also remembered Benjamin Franklin, General La Fayette, and the Revolutionary War heroes, Francis Marion and Daniel Morgan. Ashley Street was named for William Ashley, 42-

year-old Virginian who had lived in Tampa since 1837, clerking for the army sutler. His home was located on the southeast corner of Lafayette and Water Streets. The name of Monroe Street was soon changed to Florida, so, to avoid confusion, the name Florida will be used hereafter.

The blocks in the town east of Tampa Street were laid out in one-acre squares. West of Tampa there were a few odd-shaped blocks with varying sized lots. Most of the lots between Franklin Street and the river, however, were 70 by 105, with six lots to a block. Those east of Franklin were 105 feet square, with four lots to a block. The streets were 80 feet wide.

Old timers say that when Jackson made the survey he used a link chain which varied in length depending on the temperature, with the result that some blocks in the original town are eight to ten inches longer than others. But no one knew that then and even if they had known, they probably would not have cared. Land was very cheap in those days.

After the town was laid out, the county commissioners straightway proceeded to let a contract for a courthouse. Negotiations had been started earlier with Michael Ledwith, of Manatee, to handle the contract but Ledwith left the county and the commissioners turned to Captain James McKay, a newcomer in the town. The captain agreed to erect the building, two stories high and 20 by 40 feet, for \$1,358.



Photo Courtesy of Fred Fletcher

Looking south on Florida avenue from the Palmetto Hotel at Polk street. Ruts made in the heavy sand by ox carts and mule teams are plainly shown. The county court house can be seen a little left of center. The photograph was taken in 1884.

He started at once on the block bounded by Franklin, Madison, Florida and Lafayette Streets.

To get money to pay for the courthouse the commissioners prepared to sell lots in the newly platted town. They had received word in February that an order had been signed by the Adjutant General reducing the military reservation to four miles square and they assumed that the last legal barrier to the lot sale had been removed. So they advertised in the JACKSONVILLE NEWS and the TALLAHASSEE SOUTHERN JOURNAL, announcing that the sale would be held Monday, April 5, 1847. The sale was held as scheduled and \$2,900 worth of lots were sold at prices ranging from \$25 to \$83 a lot.

The commissioners were jubilant—but not for long. A few months later crushing news came from Washington. President Polk had failed to sign the land grant and hence the sale had been illegal, and clear titles could not be given to the lots which had been sold. Unless something was done to validate the grant, the county would have to return \$1,500 it had received in down payments for the lots and would lose \$1,400 more it still had coming in deferred payments.

In this dire emergency, the commissioners turned to Micajah Brown. He was well educated and talented and had a flair for writing. Responding to the plea, Brown wrote a carefully prepared petition which was presented to Congress on April 3, 1848, and referred to the Committee on Public Lands. It urgently requested that Congress pass an act granting the county the 160 acres desired. To make his petition more effective, Brown went to Washington and appeared before the committee on April 17.

The principal argument used by Brown was that Hillsborough County had a rightful claim to the land because of the loss it had sustained when its "courthouse and other buildings were destroyed by the Indians at the commencement of the late Seminole War." He insisted that the burned buildings were worth far more than the \$200 the 160 acres would bring at the preemption price of \$1.25 an acre. And he added: "The whole quarter section would not be worth \$100 (had it not been selected for a county seat) because it is the very poorest sandy land."

In his petition, Brown stated that Tampa was then a village of "upwards of one hundred inhabitants" and he pointed out that the back country was becoming thickly settled and the need for a courthouse and a jail was becoming increasingly acute. He argued that the necessary buildings could not be erected unless the land was granted and the town lot sales legalized.

Responding to Brown's plea, both houses of Congress passed the land grant act and it was signed by President Polk on July 25, 1848.

That date is really Tampa's birthday because it was on that day that the town of Tampa became a legal actuality.

Anticipating favorable action by Congress, the county commissioners had tapped their treasury in January and paid Captain McKay in full for building the courthouse. He received \$1,368—\$10 more than the contract called for because he put in a few extras the commissioners decided were required.

That courthouse builder, Captain James McKay, was a most unusual man, physically and mentally. Over six feet tall, he weighed a hundred and ninety pounds and there was not an ounce of fat on his body. He was broad-shouldered and had the muscles of a prize fighter. He was a born leader and for three decades was one of the most outstanding men in south Florida.

Born March 17, 1809, at Thurso, in County Caithness, in the north of Scotland, he went to sea when a boy and became a master seaman before he was twenty-five. While in Edinburgh one day in 1835, he met a bonnie Scotch lass, Matilda Cail, with whom he fell in love. But Matilda was then only sixteen years old, altogether too young to be married, in the opinion of her mother, Madame Sarah Cail. To remove her daughter "from temptation," Madame Cail left Scotland and went to America, taking Matilda with her. They settled in St. Louis.

Not to be outwitted so easily, Captain McKay followed, located the Cails in St. Louis and immediately resumed his courtship. In 1837, Madame Cail finally relented and gave permission to Matilda to be married. The captain was then twenty-eight years old and his bride seventeen. Soon after the wedding they moved to Mobile, Ala., where the captain engaged in the mercantile business. Four children were born there: George, Sarah, James and John.

In Mobile, Captain McKay met the Rev. Daniel Simmons, the Baptist minister who had established a mission in Hillsborough County in 1828 and had lived there until the Seminole War started, when he went to Alabama. Reverend Simmons was an ardent Florida booster and never ceased singing the praises of the Tampa Bay region. Captain McKay did not need much selling on the future prospects of the bay section. He knew that because of its geographical location, Tampa Bay was destined to become one of the leading ports of the nation. So in the early fall of 1846 he decided to go to Tampa.

Chartering a schooner, Captain McKay left Mobile with his family in September. Reverend and Mrs. Simmons went with him, and so did Madame Cail and Mitchell McCarty and his wife, Elizabeth, daughter of the Simmons. The schooner never reached Tampa. It was wrecked during a hurricane on shoals in Chassahowitzka Bay, in Hernando County. The cargo was lost but all on board escaped. The Simmons and McCarty families went on to Brooksville but the McKays

soon afterward made their way to Tampa, arriving in November. Madame Cail came with them.

Both Captain McKay and Madame Cail were well off and soon after arriving in Tampa they began investing heavily in real estate, buying some of the best blocks in town as soon as the property was put on the market. They also purchased many large tracts throughout the county, becoming two of Hillsborough's largest land owners.

One of the blocks purchased by Captain McKay was the one bounded by Franklin, Jackson, Florida and Washington Streets. There he built his home. On another of his blocks, the one adjoining on the south, he built a store building and went into business. But he was not long satisfied with store keeping. Late in 1848 he purchased the schooner *Sarah Matilda* and started making runs to Mobile and New Orleans. Two years later he bought another schooner *Emma*, for use between Tampa and Fort Myers. During the 1850s he added to his fleet, buying the 125-ton steamer *Venice*, a smaller steamer called the *Wood-duck*, and the brigantine *Huntress*, purchased at federal auction in Key West after it had been condemned as a slaver. In 1859 he chartered the steamer *Magnolia* from the Morgan Line and entered the cattle business, buying herds and selling the animals in Cuba. He is credited with being the first shipper of cattle from Florida to the Cuba market.

As the years went by, Captain McKay continued to make history.

Construction of the courthouse was not the only public improvement considered by the commissioners in 1846 and 1847. They had roads to think about, and give them headaches. From every section of the far-flung county came bitter complaints about the condition of the roads built by the army during the Seminole War. Bridges were collapsing and the logs used in the corduroy roads through swamps had rotted and disintegrated. Many roads had become impassable. And to make the situation worse, most parts of the county had no roads at all.

In an effort to solve the highway problem, the commissioners divided the county into road and bridge districts and named supervisors to take charge of repairs and new construction. The county's treasury was empty and consequently it had no money to pay for road projects of any kind, so the commissioners blithely told the supervisors to dig up the money as best they could. The supervisors had little success. Everyone wanted good roads but no one wanted to pay for them. As a result, few road projects were undertaken. The principal achievement was the clearing of the right-of-way of a new road from Turman's Landing on the Big Manatee River to Tampa by way of Bell's Ford on the Alafia. Elsewhere a few bridges were rebuilt and some corduroy repairs were made, but that was all. Hillsborough County had to wait many, many years before a good road system became an actuality.

Two steps were taken, however, to provide better means for crossing the Hillsborough River. On April 7, 1846, E. T. Mobley was authorized to construct a toll bridge at Fort Foster where the Fort King military road crossed the river. And on May 23 Thomas Piper was granted the right to establish a ferry at Lafayette Street. The ferry fees were fixed at five cents per man and ranging from fifteen to twenty-five cents for wagons. Piper built a large scow and delegated the task of poling it back and forth across the river to two of his slaves. Traffic was anything but heavy so the Negroes certainly were not worked beyond their endurance.

Hillsborough County got one more badly needed "public improvement" in the early summer of 1848—a county jail. It was built on the courthouse square by Simon Sikes for \$345. To give the county good measure, Sikes at no extra cost built a fence around the courthouse to keep out wandering cows and hogs.

The fence enclosed something besides the courthouse and jail—something the children of Tampa had no particular liking for. It was the first community school. No separate building was required for it; classes were held in the court room. The teacher was W. P. Wilson, of Boston, who had come to Florida for his health and had been persuaded by town leaders to start a school. He was paid through tuition fees from

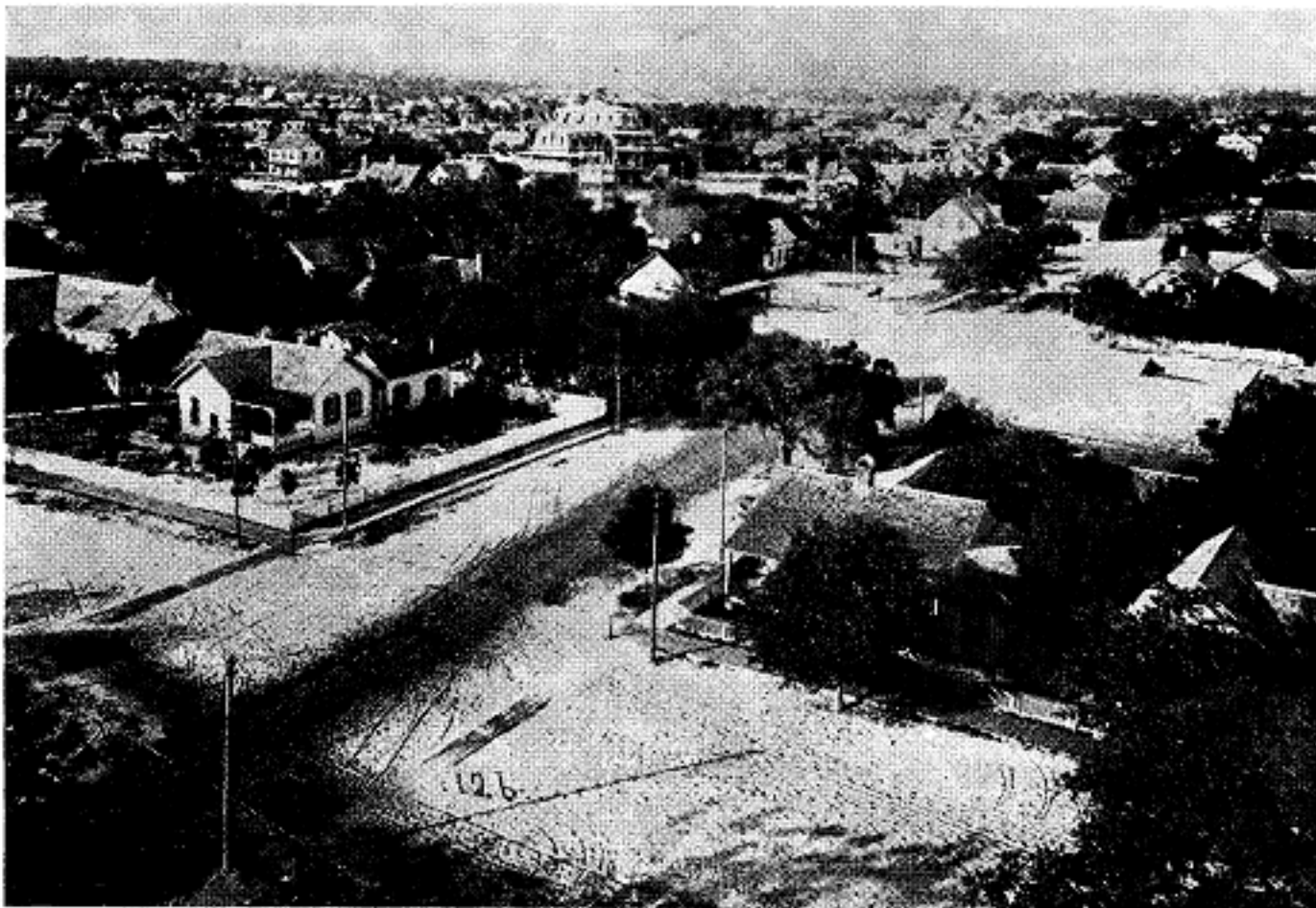


Photo Courtesy of Fred Fletcher

Looking northeast from the county courthouse in 1884, showing the intersection of Florida Avenue and Madison Street. The Academy of the Holy Name is the large building shown at top center.

the parents; the "class room" was donated by the county commissioners.

Teacher Wilson had fourteen pupils in that first class of the Florida West Coast. They were Louis and Eliza Jane Bell, Joseph and Mary Ferris, William B. and John Alexander Henderson, Mary R. Jackson, John Thomas Lesley, George and Sarah McKay, and Eliza Jane, William James, John Howard and Caroline Elizabeth Spencer. They were Tampa's first school children and were taught their first lessons Monday, September 11, 1848.

Classes were held in the new school just two weeks and then they were interrupted, most violently, by Mother Nature. Tampa experienced the worst storm in its history.

The Wind Blew with Savage Fury

The West Coast of Florida never has been lashed by a hurricane as severe as many which have wrought devastating damage and caused heavy loss of life on the lower East Coast and on the Florida keys. But it experienced one blow which made history—the hurricane of 1848.

At the time the storm occurred Tampa was still a very small village, with not more than a hundred inhabitants. It was still overshadowed by the army garrison, Fort Brooke, which took in all the land south of Whiting Street.

Within the reservation there were many buildings: large commissary warehouses, two hospital buildings, a bake shop, a carpenter's shop, the quartermaster's office and warehouses, a blacksmith shop, ordnance warehouses, a clothing building, numerous horse sheds, and large army barracks. The officers had individual homes on the bay front at what would now be the foot of Nebraska Avenue. W. G. Ferris, the army sutler, had his store in the reservation, on the river about 300 feet south of Whiting Street. James B. Allen had a boarding house about a hundred yards east of the commissary. The fort also had a large wharf near the present foot of Platt Street.

The stormy weather which preceded the hurricane started Saturday, September 23. During Sunday the wind increased in strength, coming from the east and accompanied by heavy rain. W. G. Ferris' schooner, the *John T. Sprague*, bringing a payroll for the soldiers, was seen coming up the bay and a crew of soldiers went down in a sloop to help bring her in, which they succeeded in doing after hours of effort.

Early Monday morning the wind shifted to the south and finally to the southwest, blowing with dreadful fury. The rain fell in torrents. Water from the Gulf was blown into the bay and the wind kept sweeping it northward. Great waves began crashing in. The islands in the bay were covered and so was almost all of Interbay Peninsula. The garrison was almost entirely inundated, with mad waves pounding at the buildings. Up the river only the tops of trees could be seen through

the driving rain. The wind was so fierce that people could move through it only by crawling along the ground.

Before the hurricane reached its peak Ferris carried the members of his family to the Palmer House, then waded in water up to his armpits back to his store. Then, looking southward, he saw the commissary building rolling straight toward him. He got away just as it crashed into his own warehouse. Both buildings were swept up the river.

The Palmer House seemed doomed. Tables began floating around in the dining room. Josiah Ferris, son of the sutler, swam through the front door with a young girl in his arms. The refugees retreated to the Kennedy store and then to the home of Captain McKay.

The *John T. Sprague*, with the army payroll still on board, had been anchored at the shipyard up the river. During the worst part of the storm the hull of an old abandoned boat crashed against her and broke her cables. She was blown into the pine woods close to Franklin and Madison with the captain and crew still on board.

Late Monday afternoon the wind died down and the villagers could see what damage had been done. The once proud fort was a shambles. The officers' homes on the bay front were gone and so were the army barracks, the horse sheds, Allen's boarding house and many of the other buildings. The pine woods north of the reservation were filled with debris. Many of the magnificent oak trees were down. The damage was appalling.

The fort bore the brunt of the storm but Tampa suffered bad enough. The river front was swept clean. The homes of John Jackson, Judge Simon Turman and William Ashley, who lived along the river, were washed away, and so was a blockhouse farther north which had been built during the Seminole war. The Palmer House and the homes on higher ground were still standing but all had been damaged to some extent. No lives were lost.

On Tuesday morning the men from the *Sprague* came out of the woods and brought coffee and food. Learning that the supplies on the schooner were still intact, the fort commander sent a detail of soldiers to bring in all the food on board. It was divided among the villagers and the troops. The government later paid for the confiscated goods.

The wreckage of Ferris' store was found near the present Fortune Street bridge. All its contents, valued at \$15,000, had been destroyed and no trace could be found of two strong boxes containing \$3,500 in cash belonging to John Jackson which Ferris had been keeping for him. The money had come in just a few days before and was to be used by Jackson to pay his crew of surveyors then making a government survey of the county. Alarmed at his loss, Jackson employed two trustworthy

Negroes to search for the strong boxes in the debris along the riverbanks. Both boxes were found, near the foot of Washington Street, with the cash still in them.

The storm had a rather alcoholic aftermath. Several barrels of whiskey from Ferris' store were washed ashore and before the sutler could rescue them, they were tapped—and more than a little of the contents consumed. Old timers said that a number of villagers were quite dazed for several days thereafter.

Down on Egmont Key, the lighthouse built during the Seminole War was badly damaged and so was the lighthouse keeper's home. When the keeper, Marvel Edwards, saw that waves were going to wash over the island he placed his family in a boat and waded with it to the center of the island and tied it to cabbage palms. During the night the boat was lashed by the raging wind and on Monday the high water lifted it close to the tops of the trees. By the time the wind died down the members of the family were almost exhausted. But they all survived the ordeal. When the water subsided the family returned home to find that all its possessions had been washed away or ruined by the water. The lighthouse was later rebuilt at a cost of \$16,000, this time strong enough to withstand any storm. Much of the work on the structure was done by Mitchell McCarty, a stone mason, who had come to Florida two years before with Captain McKay.

The hurricane dealt the people of Manatee a tragic blow. During the preceding summer Merchant Henry Clark had built a large schooner, the *Atlanta*, and had placed her in service late in August. She was on the way home from her maiden voyage to New York when she got in the path of the hurricane. The schooner went to the bottom, with all the crew, including many sailors from the Manatee section. One of the victims of the disaster was William Gamble, who with his older brother, Robert, owned the Gamble Plantation.

Another Manatee plantation owner, Hector W. Braden, was a victim of a less severe hurricane which occurred October 14, 1846. He was returning to the plantation on horseback from Tampa when the storm reached its peak. While attempting to ford the Little Manatee River his horse stepped into quicksand. Both the horse and Braden drowned. An old account of the tragedy says that Braden's body "was found some days later still upright on his horse. The gruesomeness of the picture was accentuated by the fact that his eyes were wide open and in his hands were clenched the bridle reins and his riding whip." Truly, that was a most unique tragedy. But there is no doubt that Braden lost his life.

During the 1848 hurricane the size and shape of many of the keys along the coast underwent many changes. Some of the keys were almost entirely washed away; others were built up by the shifting sands. A

number of new passes were opened; others were closed. Government charts made before the hurricane proved to be almost valueless after the storm because of the countless changes in channel depths.

Village Tampa Becomes a Town

The hurricane of 1848 wrought serious damage to Tampa but, strangely enough, it contributed in a marked degree to the growth of the infant town. In fact, the real growth of Tampa might be said to date from that day in September when the high winds blew.

The initial impetus to growth had been given, of course, when Congress on July 25, 1848, provided the land on which a town could be built. The hurricane speeded up the growth tremendously. This was due to the damage done at Fort Brooke.

The garrison had been almost demolished by the high winds and water. The War Department wanted it rebuilt, not on the scale it was before, but large enough to take care of the army's needs. A new wharf had to be constructed, and new barracks, new officers' quarters, and new warehouses. Many buildings had to be repaired.

This work required carpenters, stone masons, painters and common laborers. They came to Tampa in large crews, and many remained. The influx meant better business for Tampa merchants, more patients for doctors, more clients for attorneys, more activity in every field. Tampa began to boom.



Photo Courtesy of Burgert Bros.

This was the first brick building erected in Tampa. It was the home of the Bank of Tampa, predecessor of the First National Bank, and was built in 1886. All the leading men of the town turned out to get into the picture.

The boom was accelerated by increasing prosperity in the back country. Planters came in from the southern states with slaves and established plantations, not as large as those on the Manatee but large enough to add to the county's wealth. They planted cotton, sugar cane, corn and other crops. Many also turned to cattle raising: William B. Hooker, James A. Hendry, Riley R. and Ridding Blount, James Lanier, William L. Mobly, William H. Meredith, Silas McClellan, John S. Taylor, J. J. Wells, Frederick Varn, William J. Turner, Columbus Stafford and Daniel Stanford. On Pinellas Peninsula, the seven McMullen brothers became established.

Cattle owned by the pioneers roamed all over the open range, through the lush plains of the Alafia and Little Manatee river sections, down to the lower tip of Pinellas Peninsula, and deep into the back country. Cattle raising became the leading industry of the entire area.

The more the back country developed, the more Tampa grew, not phenomenally but steadily, year after year.

Signs of increasing prosperity were so apparent early in 1849 that a group of fourteen men met at the courthouse January 18th to consider the advisability of incorporating the village as a town. They pointed out that Tampa then had 185 inhabitants, an increase of more than a hundred per cent in less than two years, and that more people were coming in daily. The motion to incorporate was passed unanimously.

Exactly one week later, on January 25th, the first town election on the West Coast was held in Tampa. Fourteen men cast their ballots and of the fourteen, six became officials. M. G. Sikes was elected president and four others were named to serve as trustees: Thomas P. Kennedy, Jesse Carter, C. A. Ramsey and William Ross. James Gettis was chosen to serve as the first town clerk.

Sikes was a popular young stonemason from Savannah, Ga. Kennedy was one of the leading merchants and the county's first treasurer. Jesse Carter was a 40-year-old native-born Floridian who had the contract for bringing in the mail from Gainesville by stagecoach. C. A. Ramsey was a 32-year-old farmer from Georgia. Ross was a 27-year-old carpenter from Maryland. Gettis was an attorney and later won a statewide reputation because of outstanding ability.

One of the first actions taken by the newly elected officials was to order the construction of a sorely needed public market where Tampa housewives could buy produce raised by back country farmers. It was erected in the middle of Water Street just south of Lafayette.

Tampa's first experiment in town government was not a shining success. The officials soon found they had no legal power to levy taxes to pay for public improvements and meetings of the trustees became more and more infrequent. Finally, on October 10, 1852, the electors

voted to abolish the government. The town then owed \$42.50 and its assets consisted of the market house and the furnishings of the town hall, consisting of a small table, six chairs, an inkstand, two candlesticks, three small record books and a sandbox in which the tobacco-chewing trustees could spit. Judge Simon Turman was authorized to sell the office equipment, collect back rent due on the market house and free the town of debt. This he did and the debtors were paid in full. C. A. Ramsey was paid \$11, M. Cunningham \$21, John T. Givens \$7, and Surveyor John Jackson \$3.50. These debts had been contracted in building the market house.

The action of abolishing the corporation soon was regretted by the good people of Tampa. The town was continuing to grow and becoming too important a place to be without a governing body so on September 10, 1853, the electors voted 23 to 2 to reestablish the government.

One of the most popular men in town, John Darling, a native of Vermont, was elected president. Then forty-five years old, Darling had come to Fort Brooke ten years before as an ordnance sergeant. Honorably discharged from the army in 1847, he went into partnership with Thomas Kennedy under the firm name of Kennedy & Darling. Their general store became one of the West Coast's leading establishments.

The next step in Tampa's governmental growth was taken September 17, 1855, when the citizens overwhelmingly voted to adopt a city charter, elect a mayor and council, and have the corporation validated by the state legislature. This the legislature did on December 15. The first election under the city charter was held February 16, 1856. Judge Joseph B. Lancaster was elected mayor. Councilmen chosen were Micajah C. Brown, C. Q. Crawford, B. J. Hagler and D. A. Branch. William Ashley was elected clerk; E. N. Lockhart, treasurer, and A. C. Pacetty, marshal.

Tampa's first mayor, Judge Lancaster, was one of Florida's most distinguished citizens. He had served successively as judge of Alachua County, collector of customs at Jacksonville, a captain of volunteers during the Seminole War, chief clerk of the territorial house of representatives, representative from Duval County for seven years, speaker of the House three terms, and judge of the Southern Judicial Circuit from 1847 to 1853, when he came to Tampa.

Judge Lancaster served as mayor less than a year, dying on November 25, 1856. He was succeeded by Alfonso DeLaunay, a forty-six year old Virginian who had served Tampa as postmaster and was then operating the Palmer House.

The first city officials who were elected February 16, 1856, took office immediately and Tampa began to function as a full-fledged,

incorporated city. The once embryo village on the Hillsborough, the child of Fort Brooke, had truly thrown off its swaddling clothes.

Let us turn back the clock nearly a hundred years ago and see what Tampa looked like when it became a city.

The sandy road which extended eastward to the pine woods and then meandered onward to connect with the old military road to Fort Mellon was dignified by being named for the first president of the United States. But aside from its name, Washington Street had little to give it distinction.

Ox and mule teams, hauling the huge covered wagons of the pioneers, had chewed up the street so badly that in dry seasons it was almost impassable. But that did not keep the back country settlers away. All through the week they drifted in and out, and on Saturdays the town was crowded. "Going to town" was a big occasion and whole families came, father and mother and all the children. While the men folks shopped and perhaps had a drink or two, the women gossiped and the children played.

The "business district" began—or ended—at Washington and Marion where Edward A. Clarke, energetic Yankee from Cornwall-on-the-Hudson, New York State, had established his famous "Blue Store" where everything was handled from candy and pickles to accordions and plows, all for sale "for cash or country produce only as 'credit is dead and bad debts killed him'."

From the Blue Store, the business district extended down Washington to Tampa and then south to Whiting where the city's one and only hotel was located, the Palmer House. Next door to the hotel was the general store of Kennedy & Darling which advertised that it received goods from New Orleans by every steamer and was prepared to "purchase, advance upon, or ship, cotton, hides, deerskins, etc., upon most liberal terms."

On Whiting, a little east of Tampa Street, Tampa's oldest merchant, W. G. Ferris, now had his general store. He sold clothes for men and women, specialized in goods needed on plantations, did a ship chandlery business and kept "for medicinal purposes only" a stock of "brandy vintage of 1805 and 1846, Scheidam Schnapps, Green Head Whiskey, porter, ale, Scotch whiskey, Brown stout, Maderia, sherry, port and champagne." Ferris also sold the popular brands of cigars including Know Nothing, Anti-Know Nothing, Wide Awake and Opera.

Close by on Whiting was the first public building erected in town, the Masonic Hall, built in 1852 by Hillsborough Lodge No. 25, F. & A. M. The lodge rooms also were used by the Odd Fellows and as a place where political rallies and socials could be held.

The business "center" of town was at Washington and Tampa where there was a group of establishments—the general stores of John

Jackson, Christopher L. Friebele and Robert F. Nunez, which carried all human needs from the cradle to the grave, and the Florida Bakery, owned by John F. Fletcher, beloved by all the youngsters of Tampa because he liberally handed out toothsome cookies and pastry tidbits as a lagniappe.

Another busy corner was Washington and Franklin where Captain McKay had his general store, across from his home, and Micajah C. Brown and his brother, J. W. Brown, had a clothing store.

Scattered through the business section were all sorts of business places: grog shops operated by D. W. Ried, W. D. Firman, E. I. Heins and Jack Smith; a barber shop owned by Richard I. Hicks; blacksmith shops owned by Dennis Knight, Richard Alt, W. F. McGuire and Andrew H. Pallessere; butcher shops owned by John Schrould, Benjamin Cowart, and Edward T. Kendrick; a book and stationery store owned by Dr. S. B. Todd; a gunsmith shop owned by H. C. Bellows; an oyster shop and fish market run by William Nelson; a cobbler's shop owned by John Crosson; a silversmith's shop owned by James Smith, and a small printing plant owned by Charles Whiting, the town's first printer.

The town boasted of having six attorneys and four physicians. The attorneys were James Gettis, C. A. Mitchell, Joseph M. Taylor, O. B. Hart and Richard Tatum. The doctors were Franklin Branch, S. B. Todd, John P. Crichton and L. A. Lively. A little later Dr. S. Stringer arrived. He had just been graduated from medical school and was convinced that Tampa physicians were not receiving enough for their services. So he led a movement to standardize fees, as follows: Ordinary prescriptions, \$1; extra-ordinary prescriptions, \$2; for visits in town to 9 p.m., \$1.50; for visits in town after 9 p.m., \$3; for visits in country during daylight, \$1 per mile, at night, \$1.50 per mile, if raining, \$2 per mile, and if the call came after the doctor had retired, \$2.50 per mile; for giving opinion on a Negro offered for sale, \$10; removing cataracts, \$5 to \$50; tonsilectomies, \$5 to \$10; amputating leg, \$60; amputating hip joint, \$100; simple obstetric cases, white or slave, \$20; for treatment of yellow fever, charges doubled.

By the mid-1850s, Tampa was becoming a town of pretty homes. None was as imposing as the Gamble and Braden mansions down at Manatee but many were more cozy and homelike. The Federal census of 1850 showed there were then 79 dwellings in Tampa and that the town's population was 441. Six years later the number of homes had more than doubled and the population was at least 800.

The town then had two churches, the Methodist and the Baptist, and the Presbyterians had organized a congregation.

The Methodists won the distinction of being the first religious group to establish a church. They were organized July 26, 1846, by the Rev. John C. Ley, of the Georgia-Florida Methodist Conference,

at a meeting of seventeen persons in one of the buildings at the garrison. Dr. J. Roberts was the first class leader. The first services were held in a small edifice built of salvaged lumber on the bay front. This building was washed away in the hurricane of 1848. Four years later a frame church, the first real church in town, was built on the northeast corner of Lafayette and Morgan by Capt. L. G. Lesley and John T. Lesley, two of the trustees. Soon afterward the Baptists erected a church on the southeast corner of Twiggs and Tampa, Madame Sarah Cail paying for the labor.

The Presbyterians were organized in 1854 by the Rev. Edmond Lee who owned a small general store and apothecary's shop at Manatee. To preach in Tampa he journeyed up by rowboat, following the shallow water near the shore and poling all the way. His first preaching appointment in Tampa was announced in rhyme: "Brother Edmond Lee of Manatee will preach tonight by candle light."

Mrs. Lillie B. McDuffee, in her most interesting book, "The Lures of the Manatee," said that the Reverend Lee was a quite thrifty New Englander who could see no reason for squandering money or for passing up a good chance to make a few extra dollars to help eke out his meagre income. She wrote: "He felt the urge to preach to the negroes and frequently crossed the river in his rowboat and held religious services for the Gamble slaves, who, in appreciation would fill his bucket—brought for the purpose—with molasses. It was told on the old man that he soon began taking along two buckets. Molasses at that time sold for thirty-five cents per gallon."

Despite the fact that Edmond Lee was born and raised a Yankee he was loyal to his adopted Florida and at the beginning of the War between the States he offered his services and served three years as a chaplain in the Confederate Army.

The most interesting spot in town in the Fifties was the wharf at the foot of Whiting Street where shallow-draft schooners and steamers docked, as well as smaller sailing craft owned by settlers all along the coast. Larger vessels had to anchor off Ballast Point because of the shallow channel. Lighters and sloops were used to take cargoes and passengers to shore. Mail was brought in once a week from Key West and Pensacola by the Gulf Mail steamers *Jaspero* and *Pampero* which plied up and down the coast.

In 1853, Tampanians were able for the first time to travel north by stagecoach, a line being established then by Jesse Carter who got the contract for bringing in the mail from the northern part of the state. Carter's line ended at Gainesville where connections were made with other lines running to St. Augustine, Jacksonville and Tallahassee. The coach was a lumbering, sturdily built four-horse vehicle constructed in Cincinnati especially for the rough corduroy roads which extended

through the swamps. The journey, which required two full days, was made over the old Fort King military road which had just been rebuilt by the army.

Among many "firsts" which Tampa got during the 1850s was its first cemetery, Oak Lawn, established in 1850 at Harrison and Morgan, then far out in the region known as the "scrub," so called because of its disreputable Negro shacks. Prior to the establishment of Oak Lawn, burials were usually made by the pioneer families on their own properties. One old burial spot was located on the west side of the river at the place known as Spanish Town because five or six Spanish fishermen and their families had settled there in the late Forties.

Along with its first regular cemetery, Tampa got its first undertaker, John T. Givens, a South Carolinian who came to Tampa on Christmas day, 1848. A carpenter by trade, Givens started in the undertaking business by building coffins for bereaved families; later he provided everything needed for funerals. In 1853 he erected his home on the southeast corner of Morgan and Lafayette, across the street from the Methodist Church.

A "high class" private school was started in the fall of 1853 by a young Methodist minister, Jasper K. Glover, shortly after he married Lavonia Branch, daughter of Dr. and Mrs. Franklin Branch. He got forty-five pupils the first year and prospered. But the following year he had stiff competition. Mrs. Emelia Porter, of Charleston, S. C., came in and established an exclusive private school for girls—and Glover



Photo Courtesy of Burgert Bros.

This string of brick buildings constituted the heart of Tampa's business section in 1889. Separate buildings in the block were erected between 1886 and 1889. They faced on Franklin from the southwest corner of Lafayette. For many years this corner was known as "Tibbett's Corner" because a confectionery store was operated there for many years by the Tibbetts brothers.

was left with only the boys. Unable to make enough money to live, he soon left town.

Mrs. Porter continued with her private school for several years but she too soon had competition—most serious competition. The first public schools were opened in Hillsborough County in the late fall of 1854. But the school term lasted just a few weeks, only \$307.04 being available to pay all expenses of operating schools in ten districts. The first teachers were James Petty, Esther Hawks, F. C. M. Boggess, Mrs. Otwayanna Roberts, H. L. Mitchell, W. P. Wilson, William N. Campbell, Jeremiah Newman and Thomas McCormick. Their pay ranged from \$22 to \$40 for the term.

Perhaps one of the reasons why Hillsborough did not have more money for schools was that it had outgrown the first courthouse, built in 1848, and had to have a new one. A contract for a two-story building with offices on the first floor and court and jury rooms on the second was awarded in May, 1853, to the Rev. J. A. Breaker. The building was constructed on the site of the first courthouse and was completed June 5, 1855, at a cost of \$5,000. Entrances were on Madison and Lafayette Street and the building was decorated with four large columns at each end.

Probably the most important "first" which Tampa got during the 1850s was its first newspaper, the TAMPA HERALD. The paper was first planned in 1853 by M. Whit Smith and C. S. Reynolds, of Columbia County, Florida, but publication was delayed by difficulty in finding office space in fast-growing Tampa. Late in December, however, a small flat-bed press and several fonts of type were brought in and on January 10, 1854, the first issue appeared. In November of the same year Editor Smith sold his interest to Dr. J. S. Jones, also of Columbia County, who four months later changed the name of the paper to the FLORIDA PENINSULAR. In August, 1855, Jones sold the PENINSULAR to Simon Turman, Jr., saying in the editorial column that he was forced to sell because "it did not pay sufficient to support my family." Three years later William J. Spencer bought an interest in the paper.

Very little local news was carried in those newspapers of the 1850s. Most of the news was "boilerplate" supplied by a news association in Savannah, Ga. But any news was better than no news at all and the paper was read avidly by everyone in town. From late 1855 to mid-1858, the paper contained much Seminole War news—the conflict with the Indians had been renewed.

The Seminoles Are Pursued Again

White man's insatiable greed for land was the basic cause for the so-called Third Seminole War which began at the end of 1855 and lasted until late spring in 1858.

The reservation in southwest Florida assigned to the Indians at the close of the war of 1835-42 contained millions of acres of Everglades land, said to be more fertile than the Valley of the Nile. Plantation owners coveted that land—they wanted it for sugar cane and rice plantations on which Negro slave labor would be used. The reservation also contained millions of acres of rich pasture land—and those pasture lands were coveted by Florida's cattlemen.

The plantation owners and cattlemen had great influence in Tallahassee; hence, it is easy to understand why Tallahassee politicians constantly bombarded Washington with demands for the deportation or killing of every Indian in the state.

Unquestionably the Indians had countless faults and many vices and during the war of 1835-42 had been vicious and cruel. But, on the other hand, it is also true that after the war ended most of their misdemeanors and crimes were greatly exaggerated for propaganda purposes.

Thus it was that on July 17, 1849, a great outcry arose when a trader named Whiddon was killed by five Indians at his trading post on the Peace River. No one inquired what motive the Indians had for committing the murder. No one asked whether Whiddon had cheated them beyond endurance or sold them so much rotten whiskey that they went amuck. The motive did not matter. Neither did the fact that Chief Billy Bowlegs left his camp near Lake Thonotosassa, went out and captured the guilty men, and brought them in for punishment. The hue and cry went on.

A few more widely separated crimes were reported throughout the state and always the Indians were held responsible. The cries for vengeance became so strident that they could no longer be ignored in Washington. Major General David E. Twiggs, then in command at Fort Brooke, was ordered to take action. He immediately began establishing a chain of forts around the Indian territory.

The anti-Indian agitators soon had an excuse for putting on more heat. In August, 1850, a youth named Daniel Hubbard was murdered in the northern part of Hillsborough County. No one knew for sure who committed the crime but Indians were blamed. Three young Seminoles were caught and taken to Fort Brooke. Before they could be tried their dead bodies were found hanging from limbs of trees. Army officers said they committed suicide.

Billy Bowlegs disagreed. He said emphatically that the men had been lynched—and he was furious. Soon afterward he left his village, where he had made many friends among the white settlers, and went to the Big Cypress. All his tribe went with him. Never again was an Indian village established in Hillsborough County.

During the next five years repeated efforts were made to induce the Seminoles to leave Florida. But the Indians, led by Billy Bowlegs,

refused to go. The War Department finally adopted drastic measures. Trading posts were closed and the Seminoles no longer were able to buy supplies. Moreover, to inform the Indians that "civilization was advancing," surveyors were sent into the reservation, despite solemn promises made earlier that the Indians would be let alone.

One of the surveying parties left Fort Myers December 7, 1855, with Lieut. George L. Hartsuff in command. Twelve days later they ran across the home that Billy Bowlegs had made in the Big Cypress.

"Let's tear the hell out of his garden and see what he does," one of the men yelled. The others thought that was a fine idea. So they trampled down the banana stalks, smashed the pumpkins and uprooted the potatoes. Soon afterward, Billy returned. He was enraged. But when he demanded compensation, Hartsuff's men roared with laughter. They tripped the chief and sent him sprawling. When Billy arose, his face was covered with dirt. Then the whole camp roared some more. Seething with anger, Billy left.

But in the early hours of Thursday, December 20, Billy returned. With him was a small band of Indians. They attacked Hartsuff's camp, just as dawn was breaking. Caught by surprise, two surveyors were killed. Hartsuff and three of his men were wounded. The survivors finally beat off the attack and made their way to Fort Myers.

There is no doubt but that the Indians would have gone on the warpath again even if the wanton destruction of Billy's garden had not occurred. They had been goaded into desperation by a carefully devised plan to cause them to retaliate, and furnish the army with an excuse for waging war against them, and they undoubtedly would have struck back sooner or later even if the garden had been unmolested.

Once aroused, the Indians lost all reason. Small bands struck out into the white man's territory, pillaging, shooting, burning as they went. One band struck northward, beyond Fort Meade. Others attacked settlements along the East Coast. One reached the Manatee River and attacked Braden's Castle, the home of Dr. Joseph Braden. They were beaten off there but struck again at the home of William Whitaker at Sarasota Bay and burned it to the ground.

None of the roving bands struck close to Tampa and the residents of the county seat were never badly frightened. The closest the Indians came was at the Alafia River where they ambushed and killed John Carney, operator of a ferry, almost within sight of his home. But they did not approach Carney's house and members of his family escaped.

At Manatee, the settlers were panic stricken following the attack on Braden's Castle. From miles around they came into the small village and took refuge within a stockade erected around the home of Dr. Franklin Branch. There the women and children remained for ten months while most of the men joined volunteer forces to fight the

marauders. At least three children were born within the fort: Furman Chaires Whitaker, first son of Mr. and Mrs. William Whitaker; William Blakely Tresca, son of Capt. and Mrs. Frederick Tresca, and Alice Mary Wyatt, daughter of Mr. and Mrs. G. Hance Wyatt. These three babies were cousins as Mrs. Whitaker, Mrs. Tresca and Mr. Wyatt were the children of Col. William Wyatt who settled in Manatee in 1843.

The depredations would certainly have been far worse than they were had it not been for the fact that the Florida Indians were almost a vanished race. In the entire state there were less than six hundred. And that included women and children, cripples and men too old to fight. The number of warriors did not exceed one hundred and fifty.

The conflict which followed, therefore, cannot be dignified by calling it a war. One of the bloodiest engagements was fought June 14, 1856, when the Seminoles struck at the home of Willoughby Tillis, about two miles south of Fort Mead. Five pioneers were killed in the battle at Tillis' place and in the pursuit of the Indians after they were driven off. Five other pioneers were seriously wounded. The Indians suffered about the same number of casualties.

A few other minor engagements were fought but, generally speaking, the "war" was one of pursuit—of hunting the Indians in the swamps and marshes deep in the Glades and the almost impenetrable fastnesses of the Big Cypress. But that was grueling, dangerous work. The Indians were desperate, and tricky, and venomously angry. They shot from ambush to kill—and their aim was accurate.

Fort Brooke played a relatively unimportant part in this conflict with the Seminoles. Even before the first blood was shed the army decided to make Fort Myers the center of operations and many of the men and officers at Fort Brooke were transferred there. Proof of this is furnished by a letter written December 1, 1854, by Lieut. Col. John T. Greble. "They are breaking up Tampa as a military station," he wrote. "The headquarters are to be at Fort Myers, where I am going."

Greble's letter is interesting because it shows that keno, or bingo, was being played at Tampa nearly a hundred years ago.

"On our return from the garrison," the colonel wrote, "we missed our way and went into a place that had a light in it and there saw a long table with a miscellaneous crowd—soldiers, negroes, etc.—seated around it playing keno. A man at the table turned around a calabash filled with numbered blocks and at each revolution drew out one of these blocks and called out the number. The players were furnished with cards bearing different combinations of numbers and as any block was called that was on their card, they would mark it with a grain of corn and the one who had his card filled first would call out 'keno' and take the money staked, each player having put up ten cents each. The

banker paid himself by a percentage of the amount staked on each game."

Federal soldiers, trained for orthodox warfare, were of little good in the last war with the Seminoles. Most of the Indian hunting was done by Florida volunteers. As an inducement to volunteering, the government agreed to pay \$500 cash for each warrior captured and \$200 for each squaw or boy. One volunteer company was formed in Tampa with Richard Turner as captain, Abel Miranda, first lieutenant, and Eli J. Hart as second lieutenant.

Many other companies were organized elsewhere in the state. The most effective work was done by boat companies which went through the Glades country in long, flat-bottomed steel boats, each large enough to hold sixteen men with all their supplies.

One of the most successful Indian hunters was a picturesque, swaggering frontiersman, named Jacob E. Michler, fearless and a dead shot. He organized a company of volunteers but often worked alone. On August 2, 1857, he marched into Fort Myers with fifteen squaws and children and was paid \$1,500. He would have gotten more but seven of his captives were papooses.

Other boat companies did not have Michler's success in capturing Indians. During all of 1857 not more than thirty brownskins were rounded up. Billy Bowlegs and his warriors were too elusive. On November 28, 1857, he was almost trapped by a scouting party led by Captain John Parkhill, well known in Tampa. But he got away and Parkhill lost his life and five of his men were wounded.

The secretary of war was forced to admit late in 1857 that the Seminoles "had baffled the energetic efforts of our army to effect their subjugation and removal." James Buchanan, the new president, decided to change the government policy. He could see no sense in continuing the bloody, expensive hostilities and issued orders for making new efforts to remove the Indians by peaceful means.

As a result of the president's order, attractive offers were made to the Seminoles. They were promised that if they would move to the Arkansas reservation they would be well taken care of for life. Terms satisfactory to Billy Bowlegs were worked out at a conference held in Fort Myers March 4, 1858, and by May 1st a total of 124 Indians had assembled there ready to be moved west. They left Fort Myers May 4th on the steamer *Grey Cloud*. En route to the West, the steamer stopped at Egmont Key where forty-one more Indians were taken on board. These were the Indians which had been captured by the Federal troops and the volunteers. On May 7th the *Grey Cloud* departed from Egmont Key on its westward journey and on the following day announcement was made at Fort Brooke that the war was ended.

The group of Indians which had sailed from Egmont Key was the last to be deported from the state. The others were allowed to remain. They numbered probably about three hundred—no one knows exactly how many. Those who stayed behind were the undefeated. But now they did not have an acre they could call their own. They had no rights as citizens; legally they were trespassers on others' lands. Not until 1917, when the United States was fighting to make the world safe for democracy, did the State of Florida set aside 100,000 acres for them as a reservation—100,000 acres of swamp, and sawgrass, and wilderness.

Since Billy Bowlegs and his people left Egmont Key nine decades have passed into history. But never again did any of the Indians venture forth to battle their white conquerors, largely because they were left alone. During World War II a number of Seminole men were employed in Tampa shipyards and were said to be good workers. Today, many Seminole families can be seen by tourists who zip along the Tamiami Trail through the Glades, but scores still mistrust the white man and remain hidden in their camps, far from the beaten roads.

Five Years of Ups and Downs

The people of the Land of the Manatee struck Hillsborough County a harder blow than any of the Indians struck during the last half of the 1850s.

Owners of the large plantations along the river, Robert Gamble, Dr. Joseph A. Braden and the Craigs, had much legal business to transact and they had no liking for the long trip to the county seat at Tampa. So in 1855 they led a movement to carve up Hillsborough, create a new county and make Manatee its county seat.

The plantation owners and other influential settlers of the Manatee region had many friends both in Tampa and at Tallahassee and the separation drive was quickly completed. More than half of Hillsborough County was split from the mother county and the new county of Manatee was created. It became a legal actuality in October, 1856.

The extent of the loss to Hillsborough can be measured by the fact that the newly created Manatee County took in a vast area of rich territory extending from Piney Point on the north to Charlotte Harbor on the south, and from the Gulf of Mexico half way across the state. It took in all the land now included in Hardee, Sarasota, DeSoto and Charlotte as well as the present county of Manatee. The loss of this tremendous area, with all its taxable property, was a heavy loss to Hillsborough.

Two years later Hillsborough and Tampa were hit again—this time by another yellow fever epidemic. Two hundred and seventy-five cases were reported in Tampa alone and thirty died. Everyone who could leave, left hurriedly. The FLORIDA PENINSULA reported: "Our city is

almost depopulated and presents more the appearance of a church yard than a thriving business place."

During the same year, 1858, Tampa suffered still another blow. Four years before, high hopes had been aroused when announcement was made that Senator David Levy Yulee and his associates had received a charter from the state to build a railroad diagonally down the peninsula from Fernandina to Tampa Bay. Inasmuch as the state guaranteed interest payments on all bonds issued by Yulee's road, and huge grants of land were promised as a reward for its construction, no one had any doubt but that Tampa soon would get rail connections with the north.

Construction work on the road, called the Florida Railroad, was started in the summer of 1855 at Fernandina and by April, 1858, seventy miles had been completed and thirty additional miles to Gainesville had been graded. Everyone expected that from Gainesville the road would head south to Tampa. But in November, 1858, reports were received that Yulee had no intention of building to Tampa Bay—he was going to extend the road to Cedar Keys, carrying it through a section where he had vast real estate holdings.

Verification of the reports soon were received and Tampa was stunned. The people were so angry that an effigy of Yulee was hastily made and hung from an oak tree in the courthouse grounds. And then it was set afire.

But the burning of the effigy did not bring the railroad—and as a result of the change in Yulee's plan, Tampa was destined to suffer for many years, its growth being greatly retarded.

But in November, 1858, the people of Tampa had other things to worry them than railroads. War clouds were gathering. Every month there were new signs that a conflict between the Northern and Southern States was inevitable. Strangely enough, the prospect was not too badly dreaded. More than a few wanted war to come—and the sooner the better for the South.

These Were the Newcomers

Lists of names make deadly reading except to those whose names are listed, and their friends, and their descendants. But for the sake of the record we must give here the names of the settlers who got land in Hillsborough County through the Armed Occupation Act and also some of the pioneers who came to Tampa during that formative period from 1842 to 1860.

Those who were granted land permits under the provisions of the Armed Occupation Act were:

For tracts "Near Tampa": Levi Pearce, Benjamin Moody, Benjamin Warren, William Parker, George Ellis, and Almira Dixon. At Rocky Creek: Levi Collier and Louis Covacevich. On the Hillsborough

River: Alexander Gage, Richard Dickson and James H. Johnson. On the Alafia River: Louis Bell, John J. Knight, Robert Jackson, Lot Gage, William Delaney, Eber Beal, Henry S. Clark, James C. Pearce, James Whetton, Antonio Gastigo, George Clarison, John Talmadge, John Dixon and Uriah John Collier.

Near Tampa Bay: William Mitchell, Frederick Tresca, John Craig, Thomas Peterson, George Mitchell, Henry Peterson and Moses Ellis. On Old Tampa Bay: George Forsyth, John Grillon, Samuel Bishop, Thomas Stanfield, George Sullivan, Charles Hoffinghoff, Jordon Smith, John Conrad Dalwig, William Nelson and Joseph Jones. At Clear Water Harbor: James Stephens, Benjamin Bird, Rebecca Jenkins, Thomas Piper, Charles McKay, Alexander McKay and George McKay. At Worth's Harbor: Odet Phillippi and Samuel H. Starr. At the end of Pinellas Peninsula: Maximo Hernandez. On Boca Ceiga Bay: Joseph Silva and John Levich.

At Hickapusassa: Simeon L. Sparkman and James Pace. At Thonotosassa: John Brooke. Fort Sullivan, near present day Lakeland: Stephen Hollingworth, Wytche Fulford, Guiton Fulford, John H. Hollingworth

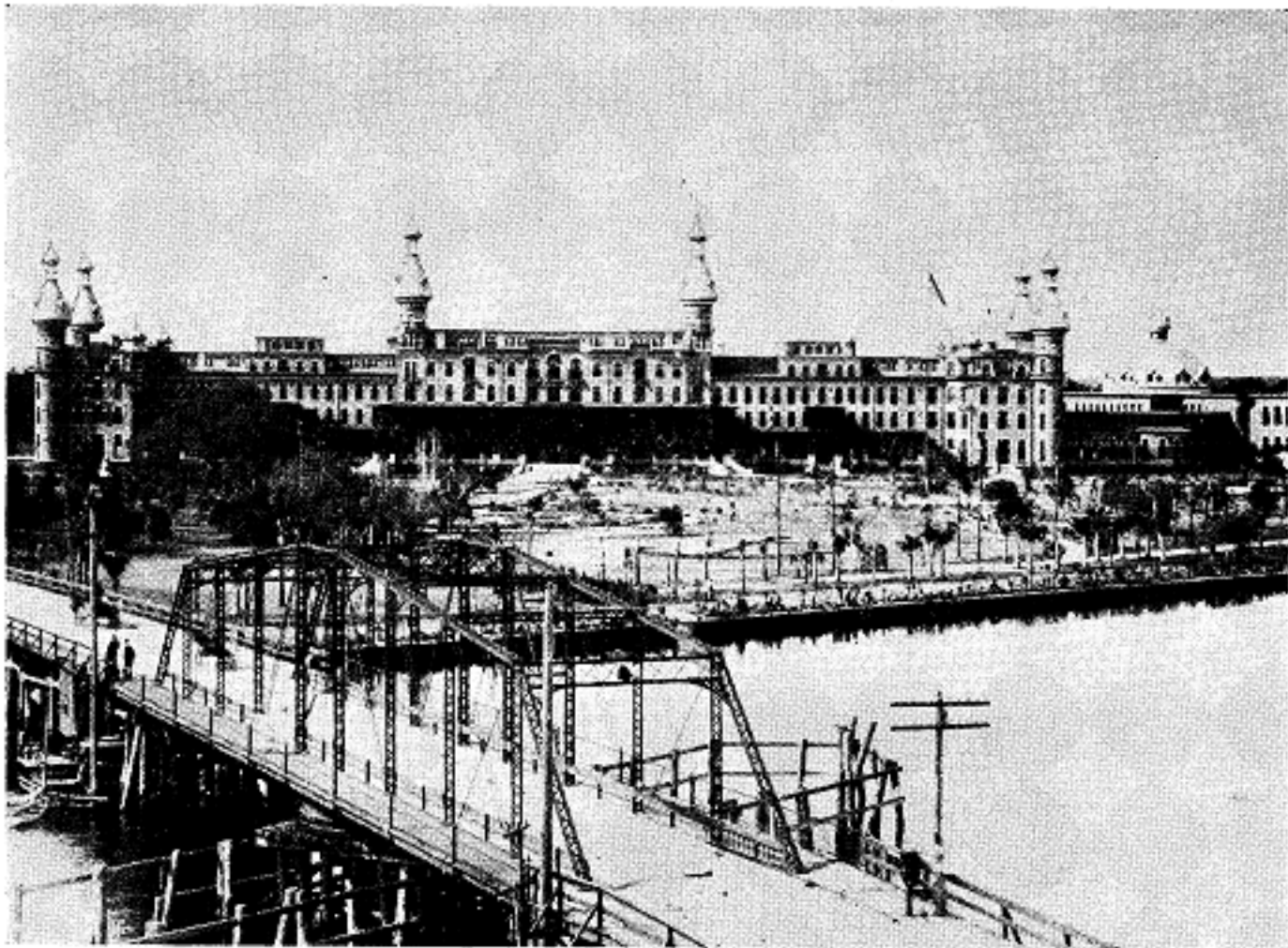


Photo Courtesy of Burgert Bros.

All Tampa thrilled when the magnificent Tampa Bay Hotel was erected by H. B. Plant in 1888-91. The hotel was the finest in the entire south at that time and attracted celebrities to Tampa from all parts of the nation and abroad. It was opened with a grand ball February 5, 1891.

and Samuel Rodgers. At Simmons Hammock: Seth Howard, James Glasgow, John C. White and Thomas Weeks.

In Manatee River section: Miles Price, David Whimster, Henry Lindsey, Herbert H. Booley, William H. Shaw, Joab Griffin, John Davidson, William Eyles, James Cunliffe, Josiah Gates, Joseph A. Braden, James D. Green, John Follansbee, Samuel Reid, Lawrence Ross, John M. Irwin, Micajah L. Durham, Edward Rodgers, Edward Sneed, Daniel McMillan, Matthew Naylor, Michael Ledwith, Phillip S. Leaver, Isaac B. Holman, Green H. Warthen, Eustatia Thompson, Ezekiel Glazier, James B. Tucker, Michael Sheridan, John Parker, William Wyatt, William H. Wyatt, John B. Hicks, Joseph Moore, John Weeks, John Weeks, Jr., William Hanby, Isaac Bruney, John Jackson, Charles C. Macy, William Lockwood, Simon Turman, Mortimer Bright, and Asa J. Goddard. On Sarasota Bay: Joseph Elzuardi, Emanuel Olivella and Benjamin P. Fuller.

Included among the other families who had located in the Tampa Bay area by 1860, and whose names have not been already mentioned, were: Constantine Bourgardez, B. G. Hagler, N. B. Hudson, H. C. Bellows, Nathaniel A. Jameson, William Lofton, James Stevens, Martin Cunningham, Joseph Atzeroth, Georgia Bravo, John H. Daegenhart, V. C. Leonardi, Benjamin F. Drew, Richard Alt, H. Edwards, Archibald Campbell, William H. McDonald, William Cooley, William S. Brown, George Perkins, William Davis, Richard I. Hicks, James T. Magbee, Mike L. Shannahan, Abel Miranda, Samson Forrester (a freed Negro), Thomas Majors, James Wilkinson, Jesse Crawford, Daniel P. Myers, John H. Myers, Thomas Ellis, William Hern, Hugh T. Fisher, Stephen Hollingsworth, William Brown, James Oliver, William Whittton, James Green, William H. Shepard, Richard Gainy, Moses Turner, Samuel B. Todd, John Futch, William Hancock, William I. Russian, Henry H. Frier, Richard A. Vickers, Frederic Barn, Peter Platt and John Skipper.



CHAPTER V

WHEN THE NATION WAS DIVIDED

DESPITE SETBACKS suffered during the preceding decade, Tampa and Hillsborough County were thriving at the beginning of the fateful 1860s. The once microscopic settlement alongside Fort Brooke had grown to become a town of 441 persons in 1850 and a full-fledged city of 885 inhabitants in 1860. The county's population had jumped from 432 in 1840 to 2,377 in 1850 and 2,981 a decade later. The gain from 1850 to 1860 was actually much greater than it appeared because the 1850 total included some 300 soldiers at Fort Brooke who had departed by 1860 and also more than 800 persons living in the vast area taken from Hillsborough in 1856 to create Manatee County.

The back country, which had been nothing but an untracked wilderness less than twenty years before, was now dotted with the homes of pioneers. In the fertile Simmons Hammock section, between the present-day Seffner and Lake Thonotosassa, nearly fifty settlers had located with their families. Others had gone across Old Tampa Bay and had started farms on the upper part of Pinellas Peninsula, then a part of Hillsborough County. In less fertile regions, cattlemen grazed their animals on the open range and their herds became constantly larger.

Most of the settlers had small farms, ranging in size from forty to several hundred acres. A few had plantations of five hundred acres or more. The largest plantation was owned by William J. Turner, of Georgia, who had purchased a large tract near Indian Rocks, on Pinellas Peninsula, and was rapidly developing his estate with the help of nineteen slaves. Another large plantation was being developed north of Dunedin by William L. Mobly, owner of thirteen slaves.

Other settlers who had five slaves or more included: Riley R. Blount, 5; Redding Blount, 10; Rigdon Brown, 7; William T. Brown, 7; Dr. J. C. Burwell, 6; Adam Clay, 9; William Cooley, 9. William M. Fanning, 6; James Hamilton, 7; O. B. Hart, 5; John Hawkins, 5; James A. Hendry, 8; John J. Hooker, 7; Jesse Knight, 7; James Lanier, 5; Silas McClellan, 6; William H. Meredith, 16; John C. Oats, 9; Odet Phillipi, 6; Peter Platt, 9; Daniel Stanford, 9; Columbus Stafford, 10; John S. Taylor, 6; Frederick Varn, 11; Basheba Wilder, 10, and J. J. Wells, 11.

The largest plantations on the West Coast were still located in the Manatee River section which in 1856 was separated from Hillsborough County and became a part of the new Manatee County. But Robert Gamble no longer was the owner of the famous Gamble Plantation. A plunger, he had gone deeper and deeper into debt during the 1850s and had mortgaged everything he possessed. The financial crisis which

followed Buchanan's inauguration in 1857 dealt him a fatal blow. He could not sell his crop of sugar and molasses, could not make payments on his debts, and his creditors closed in. Finally, on December 18, 1858, he was forced to turn over everything he owned along the Manatee to John Calvin Cofield and Robert McGeorge Davis, of Louisiana. The property was then valued at \$190,000. The plantation consisted of 3,450 acres with 1,500 acres under cultivation, and 142 slaves. After the property transfer, Gamble returned to his former home in Leon County and soon married Martha Chaires, a young heiress to a large estate on Lake Lafayette.

Dr. Joseph A. Braden, owner of the second most famous plantation in the Manatee section, also had been swamped by debts. On October 27, 1845, he and his brother Hector gave a mortgage on their property to the Novelty Iron Works, of New York, after purchasing sugar refinery equipment from that firm costing \$43,941. The refinery was erected on a creek known thereafter as Sugar House Creek. Doctor Braden also borrowed heavily year after year on his crops of sugar cane, tobacco, rice and corn. In 1850 he borrowed more money to build a fine home which became known as Braden Castle. For a time he managed to stave off his creditors but in 1858 the Novelty Iron Works foreclosed on its mortgage and stripped the refinery of all the machinery. Doctor Braden left Manatee soon afterward and the once fine plantation quickly grew up in weeds.

Dr. Franklin Branch, who in 1850 had owned a plantation on the Manatee valued at more than \$20,000, sold his property in 1856 and moved to Tampa where he established a drug store on the south side of Washington near Florida. He was an ordained minister and often preached in the Methodist churches in Tampa and Manatee. He also was a physician and served the town as health officer.

Sixty miles north of Tampa, at Homosassa, a plantation was being developed in 1860 which rivalled the best along the Manatee. It was owned by Senator David Levy Yulee, get-rich-quick promoter of the Florida Railroad who had aroused the wrath of Tampa people by constructing his railroad to Cedar Keys instead of to Tampa Bay. His Homosassa plantation consisted of 30,000 acres and he owned 81 slaves valued on the tax duplicate of Hernando County at \$40,500. The only trace of his plantation still remaining is the ruin of his sugar mill.

Levy and the owners of the Manatee River plantations specialized in growing sugar cane but in Hillsborough County little cane was grown except to provide sugar and molasses for home use. The principal crop was cotton, with tobacco a close second. Every settler also raised corn to provide feed for his horses and cattle, and grits, corn meal and hominy for his family.

The first grist mill in Hillsborough County was located at a falls in the Hillsborough River close to the present Nebraska Avenue. The mill, operated by water power, was owned for many years by Bell & Graves who bought a small river steamer, *Woodduck*, to provide transportation back and forth from town. In 1854, Bell built a new mill in town which was operated by a steam engine. Captain McKay soon afterward purchased the *Woodduck* for \$3,000 and used it for runs on Tampa Bay.

To supply the needs of settlers in a great surrounding area, Tampa then boasted of having nine large general stores: W. G. Ferris & Son, Capt. James McKay, Christopher L. Friebele, E. A. Clarke & Co., Kennedy & Darling, Michael Wall, L. G. Covacevich, Robert F. Nunez and Jose Vigil. All these establishments advertised that they were wholesale and retail dealers in fancy and staple dry goods, hats and caps, boots and shoes, ready made clothing for men and women, hardware and crockery, plantation tools, Yankee notions, woodware and hollowware, ship chandlery and paints, wines and liquors, and a complete line of provisions and fine groceries. They all emphasized that in lieu of cash they would gladly accept cotton, hides, tobacco, Spanish moss and potatoes. Jose Vigil went a step further and said he would also accept furs,



Photo Courtesy of Fred Fletcher

This splendid old time photograph shows how downtown Tampa at Franklin and Lafayette looked from the top of the county court house in 1895. The large building in the left foreground is the famous Branch's Opera House where hundreds of old timers saw theatrical attractions of that day. The building with the tower at the left was the Knight and Wall building just completed. The Tampa Bay Hotel is shown in the background.

eggs, beeswax, skins, chickens and tallow for which he would pay "the highest market prices."

In 1860 Tampa had three places where travelers could stay. In addition to the old Palmer House, then operated by R. Duke, the town also had the Washington House, operated by Mrs. Ann M. Roberts and the Florida House, run by Mr. and Mrs. R. B. Thomas, where board and lodging "of the finest" could be had for \$1.50 a day, \$8 a week or \$30 a month. The Florida House, built and owned by Capt. James McKay, was located at Morgan and Lafayette where the Masonic Temple now stands. It later burned and on the site Capt. James McKay, Jr., built his home.

During 1860 Tampa also got its first mansion-like residence. It was constructed by William B. Hooker, a wealthy cattleman who sold his stock that year and moved into town. Hooker built his home at the corner of East and Madison and in the spacious grounds he planted many orange trees. After the Civil War, when the home was converted into a hotel, it was called the Orange Grove Hotel. Still later it was used as an office building by the Tampa Northern Railroad. It was razed in 1945 and its heart pine lumber was still sound.

The ever popular ballad, "When You and I Were Young, Maggie," was composed in the Hooker home by a guest, J. A. Butterfield, an accomplished English musician who came to Tampa in 1858 and opened an academy of music. Butterfield dedicated the song to Jane Kennedy, daughter of Thomas Pugh and Adelaide (Christy) Kennedy, then a leader in the musical life of Tampa.

The Englishman did more than compose a famous song while living in Tampa. He also organized Tampa's first band at a meeting held in his academy on March 31, 1860. Members of the band, called the Tampa Brass Cornet Band, included John Darling, Henry L. Crane, R. B. Thomas, T. W. Givens, James McKay, Jr., John A. McKay, L. A. Masters, V. C. Leonardi, J. D. Haygood, Josiah Ferris, William Ferris, Robert F. Nunez, J. J. Givens, W. C. Brown, J. H. Krause, John Crichton, F. F. Andrew, Jr., and C. E. Spencer.

Musical instruments for members of the band were purchased through the firm of W. G. Ferris and Co. at a cost of \$170.11. From the same firm, material for uniforms was obtained—thirty yards of scarlet flannel and eight yards of gold lace. When the cloth and lace arrived, the wives and sweethearts of the musicians were persuaded to make the uniforms. White plumes to set off the hats were donated by one of the members.

During May and June the band practiced long hours in a deserted building in the garrison and the FLORIDA PENINSULAR plaintively reported that "the weird noises which are wafting in on the cool evening air perhaps may some day turn out to be excellent band music—but that

is hard to believe." Under the skilled leadership of Bandmaster Butterfield, however, the band improved rapidly and by mid-July the PENINSULAR declared that "Tampa can now boast of having the finest band in all of Florida."

Attired in their gaudy scarlet and gold uniforms, the band members made their first public appearance on July 17 when they played at a party given by Mrs. Porter at her School for Young Ladies. During the remainder of the summer the band played at all sorts of gatherings and for excursions of the *Scottish Chief* on Tampa Bay. On August 14 it journeyed down to Manatee and gave the Manatee River people their first band concert.

Late in the fall of 1860, Butterfield resigned from the band. By then it was evident that a war between the North and the South was certain and the Englishman, who had little sympathy with the institution of slavery, decided to go to a northern state before the conflict started. But the band remained active for a year longer under the leadership of young Henry L. Crane.

One of the biggest gatherings for which the band furnished music occurred on July 18, 1860, when the town celebrated the arrival of the sleek screw steamer *Salvor*, a former Great Lakes vessel, purchased in New York by Capt. James McKay. A 450-ton, 161-foot long ship, the *Salvor* was one of the finest vessels which ever plied West Coast waters and Tampa was mighty proud of her. The steamer was soon placed in service on the Key West-Havana run, leaving Tampa each Wednesday and arriving in Havana two days later.

Captain McKay at that time practically monopolized water transportation in the Tampa Bay area. His trim steamer, the *Scottish Chief*, provided regular weekly service to Cedar Keys and also made excursions on the bay. The captain also was the agent for the New Orleans and Key West Steamship Line whose 1,000-ton steamers, *Galveston* and *Matagora*, arrived from New Orleans on the 4th and 19th of each month and from Havana and Key West on the 13th and 27th, leaving the same days as they arrived. Because of shallow water close to town, these steamers had to anchor off Ballast Point.

Captain McKay's activities in 1860 were not confined to looking after his shipping interests and cattle trade. He served as mayor in 1859 and when he was succeeded in that office early in 1860 by Doctor John P. Crichton he continued serving the city. Late that year he endeavored to acquire, for Tampa, the property which had been occupied since 1824 by the army—Fort Brooke.

Shortly after the end of the Third Seminole War in 1858, the last troops had been withdrawn from the fort and on July 25, 1860, the Secretary of War notified the Secretary of the Interior that the army was ready to turn the property over to the Department of the Interior.

Acting for the city, Captain McKay immediately tried to buy the land and buildings but was advised that the government was not yet ready to relinquish ownership. Determined to get some kind of a hold on the property, McKay on November 27 asked the Secretary of the Interior if he could rent it until the time came when the government would be willing to sell. Six days later his request was approved. McKay immediately posted a \$1,000 bond as guarantee that the buildings would be kept in good condition and on January 1, 1861, he took possession.

No mention of Captain McKay's rental of the garrison was made by Editor Alfonso DeLaunay in the *FLORIDA PENINSULAR*. That may have been because too many columns of his paper were filled with advertising to devote much space to news.

Most of the advertisements told of the quick and easy wealth which could be had by buying lottery tickets. Seductive half-page ads were paid for by the Georgia State Lottery of Savannah, Ga., conducted "in the interests of Monticello Academy;" the Consolidated Lotteries, of Macon, Ga., and the Single Number Lotteries, of Augusta, Ga., conducted for the Sparta Academy. The Georgia State offered 25,828 prizes amounting to \$366,040 weekly, with a capital prize of \$60,000. Tickets cost only \$10 each. The Consolidated of Macon offered three plans of investment: the City, the Havana, and the Combination. The City Plan hung up a capital prize of \$50,000 with tickets at a dollar each; the Havana tempted with a capital prize of \$70,000; and the Combination held out a \$100,000 plum. A Combination ticket cost \$16. Sprinkled throughout other pages of the *PENINSULAR* were Help Wanted ads asking for agents to sell the lottery tickets with big commissions hinted. With all this advertising, it is easy to understand why Editor DeLaunay preached no sermons in his paper about the evils of gambling.

A news story of early 1860 for which Editor DeLaunay managed to devote two entire paragraphs told of the first hanging in the county of which there is any record, on January 16, on the courthouse lawn. The paper reported that George M. Buckley was hanged by the sheriff for having killed his father-in-law a year before. And then as sort of an afterthought, the *PENINSULAR* stated that after the legal execution a young Negro, "owned by one Green," who had been held as an accessory to the crime, was taken out of the jail by a mob and hanged from the same scaffold, even though the State Supreme Court had issued a writ of error which would have necessitated a new trial. That was all Editor DeLaunay had to say about the entire affair.

The story about the hanging did not even mention the name of the sheriff, William S. Spencer. Perhaps that may have been one of the reasons why the owner of the paper, the sheriff's son, William J. Spencer, soon afterward got another editor, Simon Turman, Jr., who had been

part owner of the paper a short time before. Turman took charge on March 24, 1860.

After leaving the *PENINSULAR*, DeLaunay immediately started to get backing for a new paper. O. C. Drew and St. John DeLaunay, brother of Alfonso, advanced money and became publishers. The first issue of the paper, called the *SUNNY SOUTH*, appeared January 29, 1861.

Thereafter Editors Turman and DeLaunay vied with each other in denouncing the Republican party and President-elect Lincoln. Young Turman was a native of Ohio but he was just as fiery a rebel as DeLaunay, a native Virginian, and was just as insistent that the South should not permit itself to be "tramped under the feet of the insane abolitionists of the North." In a December, 1860, issue he told of Tampa women appearing at a state's rights meeting with blue cockades in their hats, "a token," he said, "of resistance to abolition rule—an appropriate, graceful little emblem that evinces the true spirit of the wearers."

Editor Turman was not the only ex-Northerner who was in sympathy with the Southern cause. Many others who had come to Hillsborough County from northern states and from European countries had become convinced that the economy of the South was completely dependent upon the institution of slavery and that the cost of abolition would be disaster. Consequently, they became staunch advocates of secession when Lincoln was elected.

The Federal census of 1860 showed there were then 564 slaves in the county and 2,415 white people. The Negroes comprised only 18 per cent of the population, a smaller percentage than in any other county of Florida. But small though the percentage was, the slaves represented a large part of the county's wealth. On the county tax rolls they had an assessed value of \$200,035. They were actually valued at more than \$400,000, slaves then being worth an average of more than \$750 each. In other words, one able-bodied slave cost more than 600 acres of land, then valued at the preemption price of \$1.25 an acre.

Slaves performed much of the heavy work done in the county. On the plantations, they cleared the fields, dug ditches, and planted the crops. In Tampa, they handled most of the arduous chores the whites did not care to handle themselves. And almost every family of means had at least one male slave to take care of the stables and work around the grounds and at least one Negro woman to take care of the house.

Considering the value and usefulness of slaves, it is not surprising that most of the white people of the county, even many of the native Northerners, had little liking for abolitionists and no love whatever for Abraham Lincoln.

On Sunday, January 13, 1861, the driver of the Gainesville stage-coach brought in the momentous message that Florida had seceded from

the Union three days before. Like wildfire the news spread through the town. A crowd quickly gathered on the courthouse grounds. Despite the fact that the day was Sunday, young men rushed to the fort and fired the cannon again and again. Members of the Tampa Brass Band hurriedly donned their uniforms and paraded up and down the streets. And that evening, ministers prayed that Florida's leaders be given divine guidance in this hour of peril.

A formal celebration was held at the courthouse on the following Thursday night. Speech after speech was made by the town leaders, music was furnished by the band, and a big fireworks display was held.

Immediately following Lincoln's inaugural address, Colonel W. L. Turner, commander of the 20th Regiment, Florida Militia, moved into Fort Brooke with his staff officers and a company of men and took possession. He announced that the militia from the counties of Hillsborough, Polk and Manatee would comprise a battalion under the command of Lieut. Col. John Parker and members of the battalion were ordered to report at the fort on Saturday, April 21.

On March 9, 1861, a company of cavalry was organized at Alafia with William B. Henderson as captain, Michael Alderman, first lieutenant; William E. Seward, second lieutenant; and John Mobly, third lieutenant.

"War is inevitable," declared Editor Turman on March 16. "Mr. Lincoln's inaugural address cannot be regarded but as a declaration of war. It is so received and welcomed by all portions of the South. Southern patriots should not rejoice at the prospect—nor should they shrink from the maintenance of their rights in consequence of its awful prospect. If we are not prepared now to establish and maintain our freedom, time will not gain us strength; and if through a lack of patriotism we miss the goal of Southern independence, the sooner we submit to the condition of serfdom the less galling will be our chains. If war must follow secession, the sooner it is inaugurated the better for the South. When the first blow is struck, the border States will take position with their Sisters who have abandoned the Old Union and then will the Confederate States of America be impregnable. Lincoln may back down from his position but we have no idea such will be the case until he has smelled Southern powder."

Less than a month later, on April 12, the "damned Yankees" smelled their first powder when the Confederates fired on Fort Sumter. The War Between the States had started. News of the capture of the fort was received in Tampa five days later and caused another celebration. Bells were rung, the cannon at Fort Brooke were fired, the band played in the courthouse square, and, by order of Mayor Hamlin V. Snell, all homes were ordered "illuminated" for an hour in the evening.

The Sunny South Guards, a local company organized by Capt. John T. Lesley, was mustered into service in September. The soldiers trained all during the autumn and winter at the garrison and often paraded at night by torch light through Tampa streets. The Guards left in April and were distributed in various units in Virginia and Tennessee, many going to Company K, 4th Florida Infantry. During the following year, many more Hillsborough County youths answered the call to arms. The ranks of the Tampa Brass Band became so depleted that it disbanded, late in November, never to be reorganized.

The first blow suffered by any Tampa citizen as a result of the war was dealt to Captain James McKay on October 31, 1861, when his steamer *Salvor* was captured by the *U. S. S. Keystone State*, commanded by G. H. Scott, off the southwest coast of Florida. On board the ship McKay had 2,000 sacks of coffee, 400,000 cigars, 400 revolvers, a large number of rifles, 500,000 percussion caps, and many boxes of clothing. McKay vigorously protested the capture, declaring that the ship had been sold at Havana to British interests and was being taken to Nassau for delivery. And he pointed to the fact that the *Salvor* was flying the British flag from its masthead. He said the only reason he had come close to the Florida coast was that he wanted to put his Negro slaves ashore—had he taken them to Nassau, he declared, they would have become free.

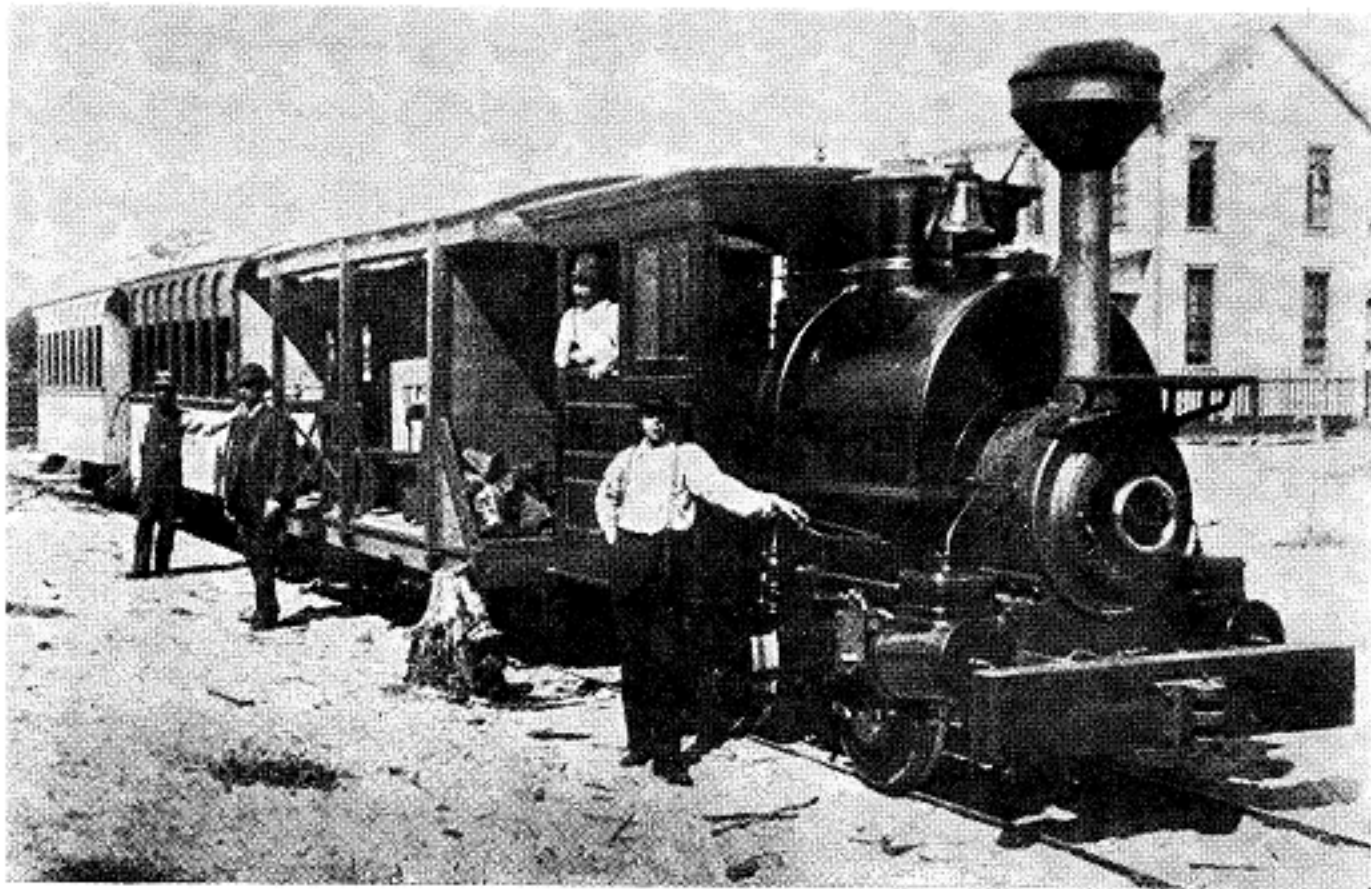


Photo Courtesy of Fred Fletcher

This is the famous street railway which provided transportation between downtown Tampa and Ybor City in 1886. The engine was an imported wood burner; coaches were made in Tampa.

Commander Scott of the Federal ship inspected McKay's cargo and, after noting the nature of the contents, chose to disbelieve the captain's story. The *Salvor* was sent to New York where it was condemned by an admiralty court and sold. The Negro slaves who had served as members of the crew were set free. Captain McKay and his son Donald, who also was aboard the ship, were imprisoned. But McKay's defense was strong enough to cause his case to be reviewed by Lincoln and both the father and son were set free after five months. The captain's loss of ship, cargo and slaves was estimated at \$70,000.

While Captain McKay was in prison, blockade running was continued by other Tampa Bay seamen including Capt. Frederick Tresca and Capt. John W. Curry. It was a fine business—when the ships were not captured. Huge profits could be made at both ends of the hazardous journey through the Union blockade.

Because of the blockade, large stocks of cotton, naval stores and other products not needed by the Confederate armies, soon piled up in Florida. Normally, they would have been sold to the North or to foreign countries. With the blockade established, they became a drug on the market. But, delivered in Havana or Nassau by blockade runners, they could be sold readily at constantly zooming prices. Many thousands of dollars profit could be made from the cargo of even a small sloop.

On the return trip, the runner made another handsome profit by bringing in a cargo of clothing, medicines, white flour, powder, cigars, coffee, and countless other items not produced in Florida. Inasmuch as the stock in all the stores was sold out soon after the war started, everything which was brought in could be sold quickly at sky-high prices.

Naval records show that Tampa Bay was first blockaded in November, 1861, by a small squadron of barks and schooners commanded by Lieut. Com. William B. Eaton. On January 18, 1862, he reported the capture of the *Olive Branch* with a cargo of 160 barrels of turpentine valued at \$11,000. Soon afterward Eaton also captured the 15-ton sloop *Mary Nevis* owned by Capt. Archibald McNeill which had been carrying the mail between Tampa and Manatee. The captain jumped overboard, swam ashore and escaped. Soon afterward he took a hand in blockade running.

A land base for the blockading squadron was established on Egmont Key and several buildings were erected close to the lighthouse. The base also served as a refugee camp. Many northern sympathizers who sought to escape from the land of the "rebels" fled to the key and lived there until ships were available to take them to Key West and the North. Egmont also was a haven for Negro slaves who escaped from plantations. Old records indicate that as many as two hundred Negroes were on the key at one time during 1863.

Early in February, 1862, members of the blockading squadron

landed at Big Bayou, on Pinellas Peninsula, and destroyed the home of Abel Miranda, one of the first settlers in that locality.

Strangely enough, Miranda's home was the only one destroyed by the Union men in the Tampa Bay area, so far as can be learned. Several reasons have been advanced for the Federals' action. One explanation was that Miranda had been an active blockade runner and that the Union men burned his home to put him out of business. Another explanation, given by Miranda's Negro servant many years later, was that Miranda and several other red-hot rebels had dressed as Negro women and enticed some Federal soldiers ashore and killed them. To get revenge, some of the soldiers' friends came ashore to capture Miranda and string him up, and when they could not find him, they burned his home to the ground.

During the winter of 1861-62 the officers and men in the blockading squadron had little to keep themselves busy and became restless. They wanted action — and urged Commander Eaton to capture Fort Brooke and Tampa. Neither place was of strategic importance but, to satisfy his men, Eaton proceeded up the bay in the U. S. Schooner *Beuregard* and anchored behind Big Island, out of range of the obsolete "Indian warfare cannon" in the fort. Then, on April 13, Eaton sent the following message to Major R. B. Thomas, Confederate commander at Fort Brooke:

"Sirs: I demand in the name of the United States the unconditional surrender of the town of Tampa, Florida, together with all the munitions of war and ordnance stores contained therein. If these terms are not complied with I will give you twenty-four hours to remove all the women and children to a proper distance and then bombard the town. I have the honor to be your obedient servant, William B. Eaton, Lieut. Com."

Major Thomas immediately replied, stating that he could not accept the proposition of surrendering but agreeing "for the sake of humanity" to remove the women and children.

After waiting a few days to give Thomas a chance to change his mind, Eaton "bombarded" the town as he had threatened. A cannon ball hit the gable end of the courthouse and went through the building. Another hit the home of R. M. Duke at Jackson and Franklin, went through the front window, smashed a mirror and dropped on the kitchen floor. A few more balls landed in the garrison and in town but did little damage.

Despite the mildness of the bombardment, Major Thomas was infuriated. He sent a savage message to Eaton bitterly denouncing him for so brutally attacking a completely defenseless town, endangering the lives of scores of non-combatants.

Upon receiving the message, Eaton was stricken with remorse and he apologetically replied: "Sirs: I regret that my design of commencing an attack on Tampa did not meet with your approval, but I would say in justification of my course that the threat to bombard the town was an inadvertence and should have read 'fort' or 'battery' which however laid directly in front of and afforded protection to the town. I have the best information from parties who had but a short time before been there and made their escape that the women and children had all been removed from the town and that most if not all of the property holders were strong secessionists. You will, I have no doubt, overlook the error in judgment which I made on taking into consideration the fact that I have been here with my vessel nearly six months and after a short period of inaction I was naturally anxious to give my officers and men an opportunity to show their mettle and afford them the chance which they so desired of doing something, if ever so little, toward crippling the enemy. Very respectfully, W. B. Eaton, Lieut. Com."

To show that he was truly sorry for having caused Tampa alarm, Commander Eaton departed with his *Beuregard* and more than a year elapsed before Tampa was shelled again.

At the time of the bombardment, Tampa was under military control, Major Thomas having taken complete charge of the city in the name of the Provincial Army of the Confederacy. An election had been held on February 3 in which John Jackson had been re-elected mayor, but when Thomas arrived on February 22, Mayor Jackson and the council members resigned, perhaps at the major's request, and municipal government was suspended.

The need for city officials no longer was great. Tampa had become almost a ghost town. Nearly everyone who was financially able had moved to the interior, fearing the city soon would be captured by the Federals. Many settled in the rural communities of Alafia, Keystone and Cork. To the latter place, located about four miles north of the present Plant City, all the county records were taken for safekeeping.

Business activities in Tampa had practically ceased. Merchandise in most of the stores had either been sold or confiscated by the Confederate Army.

Two of the town's leading merchants turned to blockade running after their stocks of merchandise had been exhausted. They were Christopher L. Friebele and E. A. Clarke, brothers-in-law. Friebele, a native of Germany, had come to Tampa in 1848 and opened a general store. On January 8, 1852, he was married to Julia A. Wall, daughter of Perry G. and Nancy (Hunter) Wall, then living near Brooksville. Clarke, a native of Cornwall-on-the-Hudson, New York, came to Tampa in the early 1850s and also opened a general store, the "Blue Store." A few

years later he met and fell in love with a sister of Mrs. Friebele, Sarah L. Wall. They were married on May 31, 1860.

Late in 1862 Friebele and Clarke formed a partnership with three other men to finance blockade running expeditions. The other partners were Major Aaron T. Frierson, S. G. Frierson and Samuel A. Swann. Major Frierson was related to both Friebele and Clarke by marriage, having married another Wall girl, Mary M.

Records left by Swann, who later became one of the leading land operators in Florida, show that the combine started its blockade running activities in January, 1863. The partners purchased the sloop *Elias Beckwith* for \$400, outfitted it at a cost of \$706.10 and secured a cargo of cotton for \$7,000. The ship reached Havana where the cotton was sold at a "handsome profit," just how much was not stated. On the return trip the ship brought in a varied cargo consisting of muslin, linens, shaving cream, hairpins, starch, quinine, shirt buttons, combs, Morocco gaiters, "and a \$12.50 toupee for Dr. W. H. Stringfellow."

Swann's records show that in March, 1863, the partners purchased another vessel, the *Maria*, and that both ships were then used to run the blockade. The documents left by Swann indicate that he sold his interest in the combine some time in the summer of 1863 and there is no way of knowing how long the others continued in operation. There is reason to believe, however, that the blockade running was most profita-



Photo Courtesy of Burgert Bros.

Franklin street looking north from Washington in 1893. The three-story brick building, the first erected in Tampa, was the Almeria Hotel, built by Dr. Howell T. Lykes. On the opposite side of the street was the first home of the TAMPA TRIBUNE. The electric light and telephone poles and the street cars, which had just started running, gave Tampa a big city appearance.

ble for all concerned inasmuch as Clarke and Friebele were two of the wealthiest men in Tampa when the war ended. And so was Judge Perry G. Wall, the father of their wives. Possibly he was a silent partner in the blockade running activities. Late in the war, Clarke and Friebele were captured at Anclote Key and held prisoners until hostilities ceased.

Another less fortunate but more famous blockade runner was Captain James McKay. When he regained his freedom five months after his *Salvor* was captured, McKay put his *Scottish Chief* in operation. Moving only on the darkest nights and not permitting his crew even to light their pipes, the captain slipped six times past the watchful eyes of the blockaders. Sometimes he carried cattle which he sold in Havana; more often he carried cotton, which was easier to handle and more profitable. On his return trips, he brought all the commodities which the hard-pressed civilians so badly needed.

In the fall of 1863, Captain McKay took the *Scottish Chief* up the Hillsborough River to be cleaned of barnacles and to take on another load of cotton. Northern sympathizers informed naval officials at Key West of the location of the famous ship and on October 12, the U. S. Gunboat *Tahoma*, commanded by Lieut. Com. Semmes, was sent out to find the ship and destroy her. The acting master's mate on the *Tahoma* was a man well known in Tampa, former Colonel Henry A. Crane, a veteran of the Seminole War who had worked for a number of years on the FLORIDA PENINSULAR. A native of New Jersey, he had no sympathy for the rebel cause and when the war started he left Tampa, went across the state, joined the United States Navy and aided in the blockade of the Indian River. His oldest son, Henry L. Crane, had also worked in the PENINSULAR's printing plant. He enlisted in the Confederate Army and in 1863 was stationed in Tampa as a quartermaster clerk.

At Egmont Key, Commander Semmes contacted the U. S. S. *Adela* and the next morning, October 14, the two ships proceeded up the bay. On the 17th, they bombarded Tampa. According to an official report, "the *Tahoma* fired its pivot and twenty pound parrots and the *Adela*, of lighter draft, ran up near the works and threw shell after shell into the battery, barracks and adjoining buildings. The shells from both vessels made direct hits and splinters flew, driving the soldiers from the works and the civilians from the town."

After dark a force of 85 men from both ships went down the bay and landed at 10 p. m. at Gadsden Point. They then marched northward and just at daybreak arrived at a cove in the Hillsborough River, six miles above Tampa, where they found the *Scottish Chief* and the sloop *Kate Dale*. The steamer had 156 bales of cotton on board and the sloop 11 bales. The crews surrendered without a fight and the vessels were destroyed by fire.

After accomplishing their object, the Federals headed back to Gadsden Point. By this time some of the soldiers were so exhausted that they had to be carried. When within a mile of the beach small squads of rebel troops began appearing, dodging about in the scrub. At first they were driven off but when the Union men began wading out to their boats, the concealed enemy started firing from ambush and a squad of cavalymen came charging up the beach. The attack was beaten off, however, when Captain Stodder of the *Adela* opened fire with his cannon. Shell burst among the horsemen and they were compelled to retreat.

In this skirmish, the only one fought in the Tampa area during the entire war, three Federals were killed, twelve wounded and three taken prisoners. Six Confederates were killed, an unknown number wounded and seven captured.

Later it was learned by the Federals that most of the rebels who had engaged in the fighting were members of a Confederate cavalry unit which had been roaming about the country to round up cattle for Bragg's army. By chance they arrived at Tampa on the day of the bombardment and the next day eagerly took a hand in the engagement. The light field piece they used had been made in Tampa by boring out an engine shaft. They also made their own shells. In place of balls they used large buckshot or slugs, wrapped in cloth. Some of the Federals were wounded with these makeshift bullets. Doctor Cale of the *Adela* took from one of the injured men a homemade lead ball weighing four ounces.

At the time of the attack, the fort was commanded by Capt. James Westcott, formerly of the United States army and a representative in Congress from Florida. He told the Federal officers that "since your men who died on shore fought so bravely, we intend to give them the best funeral that we can." The men on the *Adela* raised a purse of \$108 to send to one of their men, Donoly, who had been captured by the Confederates, "to pay his way in Dixie."

Old timers later said that before the bombardment started on the 17th, Acting Master's Mate Crane sent word ashore and demanded the surrender of his son "so that the damned rebel could be hanged from the smokestack of the *Tahoma*." Young Crane is said to have answered back that if he ever laid hands on his father he would see to it that he would be hung from the highest oak in the courthouse square.

Before the Federals left Tampa Bay Commodore Semmes sent a crew of men to Frazier's Beach at the head of Old Tampa Bay to destroy a large salt works owned by Captain McKay. The works had been in operation since shortly after the war started. Salt was obtained by boiling sea water and the "plant" was equipped with large boilers, giant

kettles, vats and barrels. Destruction of the works was a heavy blow to Tampa.

A few months later another force of Federals landed at Frazier's Beach to see whether the salt works had been put back into operation. Joseph Robles is reported to have seen the Federals approaching while on patrol duty. He hid in one of the ruined boilers and when the soldiers approached, let fire with his heavy fowling piece. Several of the men were injured. The others, not knowing how many rebels were hidden in the ruins, threw up their arms and surrendered. Robles then marched eight of them back into Tampa as his prisoners.

After the destruction of the *Scottish Chief* and *Kate Dale*, Captain McKay did no more blockade running. From that time until the end of the war he spent his entire time obtaining vitally needed supplies for the Confederate armies, being made head of the Fifth Commissary District. His main job was supplying cattle, required not only for the meat but for tallow and hides as well.

During the first two years of the war cattle had been supplied to the armies at the rate of about 600 head a week by Jacob Summerlin, one of the largest cattle owners of the state, who was paid \$8 each. The animals were rounded up all through the northern half of the peninsula and driven overland to Baldwin, near the Georgia border. By the fall of 1863, more cattle were needed than Summerlin could supply and his contract was cancelled. McKay then took over the assignment.

The captain's task was not easy. Some of the largest herds were owned by Federal sympathizers who had no desire to sell to the Confederacy. Other herds were owned by lukewarm rebels who had sold willingly when Confederate money had real value but who lost some of their patriotism when the money began depreciating. Not desiring to be caught at the end of the war with a lot of useless paper, they drove their cattle far down the Myakka valley, into the plains southeast of Charlotte Harbor, and far down the Kissimmee River, into regions where they could be rounded up only with the utmost difficulty.

The Federals added to McKay's worries by reoccupying Fort Myers, abandoned shortly after the close of the Third Seminole War in 1858. From Fort Myers, expeditions were sent by the Federals on cattle raids as far north as the Fort Meade region. Animals rounded up were driven to Fort Myers and Punta Rassa and from those points shipped to Key West. Many Union sympathizers and lukewarm rebels really sold their cattle to the "raiders" and then, after they had been driven away, reported to the Confederates that the animals had been "stolen." Fort Myers became a painful thorn in the captain's side.

In an effort to remove the thorn, McKay played a leading part in the organization late in 1864 of the Cattle Guard Battalion, often facetiously called the Cow Guard Battalion. A force of 275 men from

this battalion commanded by Major William Footman approached Fort Myers on February 21, 1865, and demanded its surrender. His demand ignored, the major opened fire with his one piece of field artillery. All day long the "attack" continued. By nightfall the major concluded that the fort could not be captured as easily as expected and withdrew. He succeeded only in capturing a couple of pickets and a few horses. The attack served one good purpose, however. It showed the Federals that they now were opposed by a large, well organized force and thereafter few raids were made in the cattle country.

Despite all the obstacles which confronted Captain McKay, he and his men managed to keep a steady stream of cattle moving northward to the Confederate armies until almost the end of the war and was repeatedly praised for his efforts by army leaders.

Fort Brooke suffered a death blow so far as effectiveness was concerned on Friday, May 6, 1864. Two days before, the troops in the garrison left on a cattle drive near Fort Meade and word of their departure was hurriedly taken by a Union sympathizer to Egmont Key. Brig. Gen. Woodbury immediately came up the bay in the *Adela* and captured the unprotected fort. The larger cannon were spiked and the small ones taken away. Machine shops were destroyed. Fifty bales of cotton in Kennedy & Darling's warehouse were seized and so was a quantity of mail. Old records indicate that a number of citizens were arrested, but their names are not recorded.

After the Federals occupied the fort they marched through the streets, whistling and singing Union war songs to tantalize the rebels.

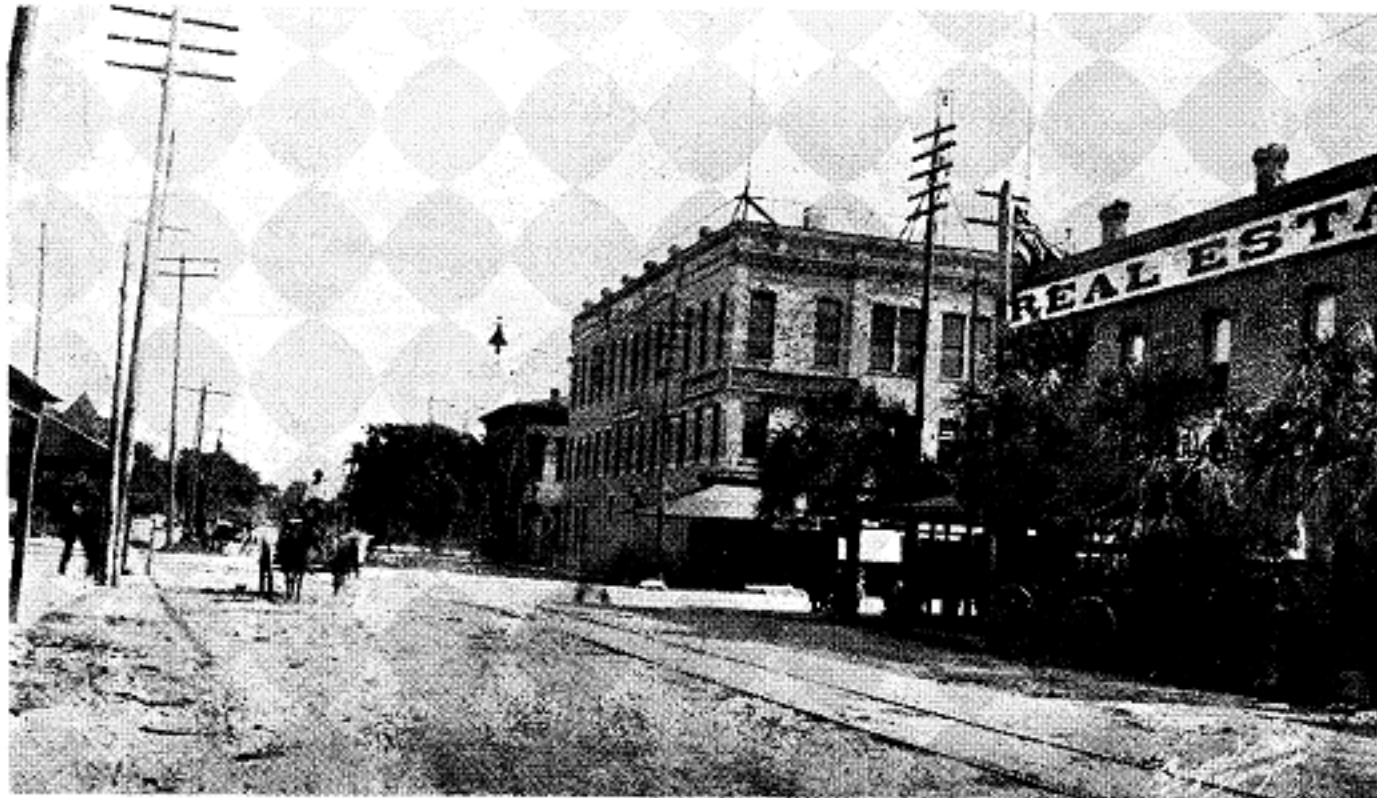


Photo Courtesy of Burgert Bros.

Looking east on Lafayette from just south of Franklin in 1896, shortly after the completion of the Hendry & Knight building shown in the center. Tibbett's Corner is shown at the extreme right.

When Darwin B. Givens saw them coming toward him he ran home and screamed to his parents that "the devils are coming." But about the only devilish thing done by the Yankees was to steal the paraphernalia and insignia of the Masons and Odd Fellows from the Masonic Hall. When they left Tampa the next day they took the booty with them. Union Army officers who were Masons discovered the loot in Key West a year later and returned it to Tampa. In the meantime the Masons could not conduct their meetings without their "working tools." So John T. Givens, a skilled carpenter, turned out a homemade set, including compasses and trowel.

When Capt. James Westcott returned with his Confederate soldiers and saw the damage done to the fort, he decided it would be folly to try to man it any longer. Four days later, on May 12, he departed with his troops and on May 15th the Federals again came in, the force being commanded by Capt. D. B. Westbury. They remained a month and then left, the officers deciding that the town had no military importance.

The Federals dealt the Manatee River section a stunning blow on August 3, 1864. Capt. Theodore P. Green, then commanding the blockading squadron in Tampa Bay, was informed that a large sugar mill owned by President Jeff Davis of the Confederacy was located on the river and that it was turning out 1500 hogshead of sugar a year for the Confederate army. Not bothering to check the report, he took a force of men and went up the river to the Gamble plantation, one of the new owners of which was Robert M. Davis of Louisiana, no relation of Jeff Davis. Loaded shells were placed in the boilers and engines of the refinery and scattered throughout the building. The huge structure was then set afire. The shells exploded and the refinery was completely destroyed. No harm was done, however, to the Gamble Mansion, then occupied by Capt. Archibald McNeill and his family. Before the Yankees departed they also destroyed a large grist mill on the south side of the river owned by Josiah Gates, John Curry and Ezekiel Glazier. This was a greater blow to the community than the destruction of the refinery as all the families in Manatee were dependent upon it for their grits and corn meal.

A noted Confederate came to the Tampa Bay region late in May, 1865, shortly after the war ended. His name was Judah P. Benjamin. He was fleeing for his life. A \$40,000 price was on his head, dead or alive. He was known as "the brains of the Confederacy" and had served in President Davis' cabinet, first as attorney general, then as secretary of war and later as secretary of state.

Benjamin had parted from President Davis in Georgia on May 2, 1865 and headed for Florida. Disguised as a farmer and helped by loyal Confederates, he reached Brooksville late in the month and was hidden for several days in the homes of Yankee-haters. He was then

taken by Capt. James McKay and Capt. L. G. Lesley to the Gamble Mansion on the Manatee where Captain McNeill assigned him a large second-story room overlooking the river. There Benjamin hid. He was almost caught one day by a squad of Union men but managed to flee to the woods and escape detection.

The Yankees had confiscated practically all the rebel owned boats on the West Coast and weeks passed before Capt. Frederick Tresca, acting for Benjamin, succeeded in buying a 16-foot yawl in Clearwater. The boat was taken to Sarasota Bay, near the home of William Whitaker, and from that point Benjamin fled from America on June 23. Tresca took him to Nassau, being paid fifteen hundred dollars in gold. How much gold Benjamin took into exile has never been revealed. From Nassau, he sailed to London where he soon became a member of the Queen's counsel.

On his return to Manatee, Tresca said that Benjamin had had a narrow escape near Charlotte Harbor. A Federal gunboat stopped the yawl, he said, and Yankee sailors came aboard. They found Benjamin in cook's cap and apron stirring the charcoal embers in the sandbox. His face was streaked with grease and dirt. The sailors failed to recognize him but one remarked: "I'll be damned if I ever saw a Jew cook working on a fishing boat till now."

In Nassau, Tresca purchased a boatload of merchandise with part of the gold Benjamin had paid him. His heaviest purchases were English calicoes, bolt after bolt, and most of it purple, his favorite color. Old timers related that for many years thereafter, almost every woman and child in the Manatee section had at least one purple calico dress.

Captain Tresca was one of the very few persons in the Tampa Bay region who had any "hard money" during the gloomy days after the war ended. Many who had been well off before the conflict started now were desperately poor, their slaves being now freed and their Confederate money being worthless. County officials found it impossible to take care of all the families of soldiers who had been killed or wounded or had not yet returned from service. During 1864, when Confederate currency still had some value, the county had spent \$10,355.66 for relief; in 1865 the county had no money for anything and many families suffered acutely.

The future looked dismal and dark for Tampa and Hillsborough County. Better days were ahead — but they were a long time coming.



CHAPTER VI

WHEN TAMPA SLIPPED BACKWARD

TAMPA WAS PARALYZED at the close of the War Between the States. It was almost a ghost town. More than half the inhabitants had gone into the country to live with relatives or friends to escape the "damned Yankees" and to get enough to eat. They did not hasten to return because the food problem remained acute for months after hostilities ceased.

Many former citizens never came back — Union sympathizers who had gone North by way of the refugee camps on Egmont Key and Key West and the loyal Southerners who had joined the Confederate army and made the supreme sacrifice for the South. Members of the former group were not missed; the others were deeply mourned. Soldiers who had escaped death on the battlefield or from disease returned home a few at a time, bedraggled and discouraged, many sick and feeble, without money to make a new start in life.

Only one business establishment remained open throughout the war. That was the apothecary's shop of Dr. Franklin Branch. His stock of priceless drugs and herbs was valueless to those who did not know how to fill prescriptions and consequently it had not been looted by the Yankees. Besides, even the Federals found it convenient to have a drugstore in operation.

All the general stores were closed and boarded up when General Lee surrendered. The firm of Kennedy & Darling had continued in operation during the first three years of the war but the Yankees cleaned the shelves of everything worth taking when they invaded the town on May 6, 1864, and the store owners sadly closed up shop for the duration. All the other stores had been forced to close months earlier because they had nothing left to sell.

Arrival of Federal occupation troops on July 15, 1865, brought fresh disaster to Capt. James McKay. During the war he had lost heavily when his blockade-running ships were captured or destroyed. When the war ended he used much of his remaining money to buy cotton, planning to ship it out as soon as trade conditions became normal. He stored it in a large government warehouse just south of the present Platt Street bridge. By the time the soldiers of occupation arrived, the warehouse was filled to the rafters — and the Yankees "liberated" every bale for their own profit. Captain McKay was never reimbursed.

Not everyone suffered, however, through the arrival of the soldiers. The Yankee greenbacks they brought in helped more than a little to

restore life to the community. Some of the first to profit were gambling hall proprietors and the owners of the Dew Drop Exchange at Washington and Tampa who had quickly stocked their establishment with a tempting array of choice wines and liquors brought in from Cuba. Others who prospered were young Negro women of easy morals who "went into business" and opened bawdy houses close by the garrison. In a short time they began parading through the streets dressed in fine clothes, much to the disgust of the good people of the town.

Much of the Yankee money, of course, went into legitimate channels of trade, paying for meat and fresh produce and other supplies, and helped to revive business activities.

The first store established after the war was opened by Samuel Mitchell, son of Thomas and Elizabeth (Starns) Mitchell, who had come to Hillsborough County in 1846. He had become a cattleman and during the war had managed to ship enough steers through the blockade to amass a nice hoard of Spanish doubloons. When the Federals re-occupied Fort Brooke, he used some of his Spanish gold to go into business, laying in "a fine lot of corn, flour, bacon, pickle-pork, whiskey, oats, bran, etc., also a fine lot of shoes and dry goods." He sold beef wholesale to the garrison and also feed for the army mules.

Another cattleman who seized the opportunity and opened a store to sell to the army, as well as the public, was William B. Henderson, the oldest son of Mr. and Mrs. Andrew Henderson who came to Tampa in 1846 from north Georgia. In 1851, when he was twelve years old, his father died and he took a job in Kennedy & Darling's store to help support his mother and four younger brothers. On February 6, 1860, he was married to Miss Caroline Elizabeth Spencer. Soon afterward he bought a small farm on the Alafia River. When the war started he enlisted in the Confederate army and served until he became ill with tuberculosis and was given a medical discharge. Returning home, he engaged in the cattle business and prospered. After he opened his Tampa store, he was even more successful. He became one of the wealthiest men in Tampa, as well as one of the most respected.

Before-the-war merchants did not succeed in getting back into business until more than a year after the war ended. Philip White reopened in May, 1866, in his old stand at Washington and Marion. In September, stocks of goods were received by Kennedy & Darling and J. S. Redbrook, enabling them to start up again. On November 10, stores were re-established by Christopher L. Friebele and Edward A. Clarke, two pioneer merchants who had turned their hands at blockade running and were reported to have prospered. Two weeks later, stores were reopened by two more old timers, John Jackson and Louis Covacevich, who had come to Tampa back in the 1840s.

The reopening of these stores did not mean, however, that Tampa's pre-war prosperity had returned. It definitely had not. Relatively few people had "hard money" or Yankee greenbacks and the stores had to operate on a barter basis, exchanging their goods for cotton, hides, beeswax, honey, tallow or anything else the farmers could supply and they could export. Most of the stores operated on a hand-to-mouth basis, carrying small stocks. In March, 1867, the supply of provisions in all the stores became exhausted. Consequently, the *PENINSULAR* declared that a "great calamity" had befallen the town when on April 2, the schooner *James E. Price* loaded with provisions for all the stores, was wrecked on Mullet Key and the cargo lost. "Many families are out of food," the paper said. "We hope our merchants remedy the situation by chartering a schooner and dispatching her as soon as possible or else much suffering will inevitably result."

Tampa undoubtedly would have recovered much more quickly from the war than it did if it had had a railroad. But it did not. The nearest railroad was at Cedar Key, twenty hours up the coast by steamer, where the Florida Railroad began its meandering way northeastward to Fernandina. This was the road Senator David Levy Yulee was supposed to have built to Tampa Bay but shunted to Cedar Key instead because he owned vast tracts of land in that area.

The Florida Railroad was completed to Cedar Key in April, 1861, just when the war started. Federal raiders soon landed and put it out of business. After the war ended, the line was quickly repaired and trains started running again. Cedar Key became the transportation and distribution center for the entire West Coast. It prospered while Tampa stagnated. Proof of this stagnation is furnished by Federal census records. In 1860, the white people living in Tampa totalled 885, as shown by counting names on the record sheets. In 1870, the census bureau reported that Tampa's population had slumped to 796, white and colored. During the following decade, the drop continued, the 1880 census showing a population of only 720.

Tampa's loss of population was caused not only by lack of a railroad but by disease as well. The town was plagued by malaria and dengue or "breakbone fever" and occasionally was scourged by epidemics of the dreaded yellow fever. During such epidemics, every one who could do so fled from the city and went to neighboring communities or camped in the woods.

The Tampa Bay region suffered a severe yellow fever epidemic during the late summer of 1867. State records say it was brought in by Captain McKay's steamer *Southern Star*, then commanded by Capt. Archibald McNeill. While the steamer was returning from Key West where it had taken a load of cattle, the engineer, Fred Green, was stricken. To get help, Captain McNeill pulled in at Manatee. Dr.

J. C. Pelot had the sick man taken to his office. Two hours later, Green died. Captain McNeill proceeded to Tampa with his ship. On July 31, Donald McKay was stricken. But Dr. Franklin Branch insisted he did not have yellow fever; the physician said his patient just had "malignant fever." His diagnosis seemed to be confirmed when McKay recovered, five days later. But in less than two weeks, more than a score of others became seriously ill. By that time there was no doubt about the nature of the disease — it was yellow fever unquestionably. Records show that 65 cases were reported before the epidemic ended and that 15 died. An epidemic also occurred at Manatee but the number of cases there is not recorded.

Another epidemic occurred during the summer of 1871. This time the disease was brought in by the steamer *H. M. Cool* from Cedar Keys. The cabin boy, mortally ill, was taken ashore and treated by Doctor John P. Wall who even then was recognized as one of the foremost physicians in Florida. A few days later the doctor was stricken. He was nursed to recovery by his wife, Pressie. He had just gotten well when she became ill. Everything possible was done for her but she died, on September 6, 1871.

Grief stricken, Dr. Wall thereafter devoted much of his time to a study of yellow fever, trying to learn how it was communicated from one person to another. He finally became convinced that the disease was carried by mosquitoes. But his theory was ridiculed by the public

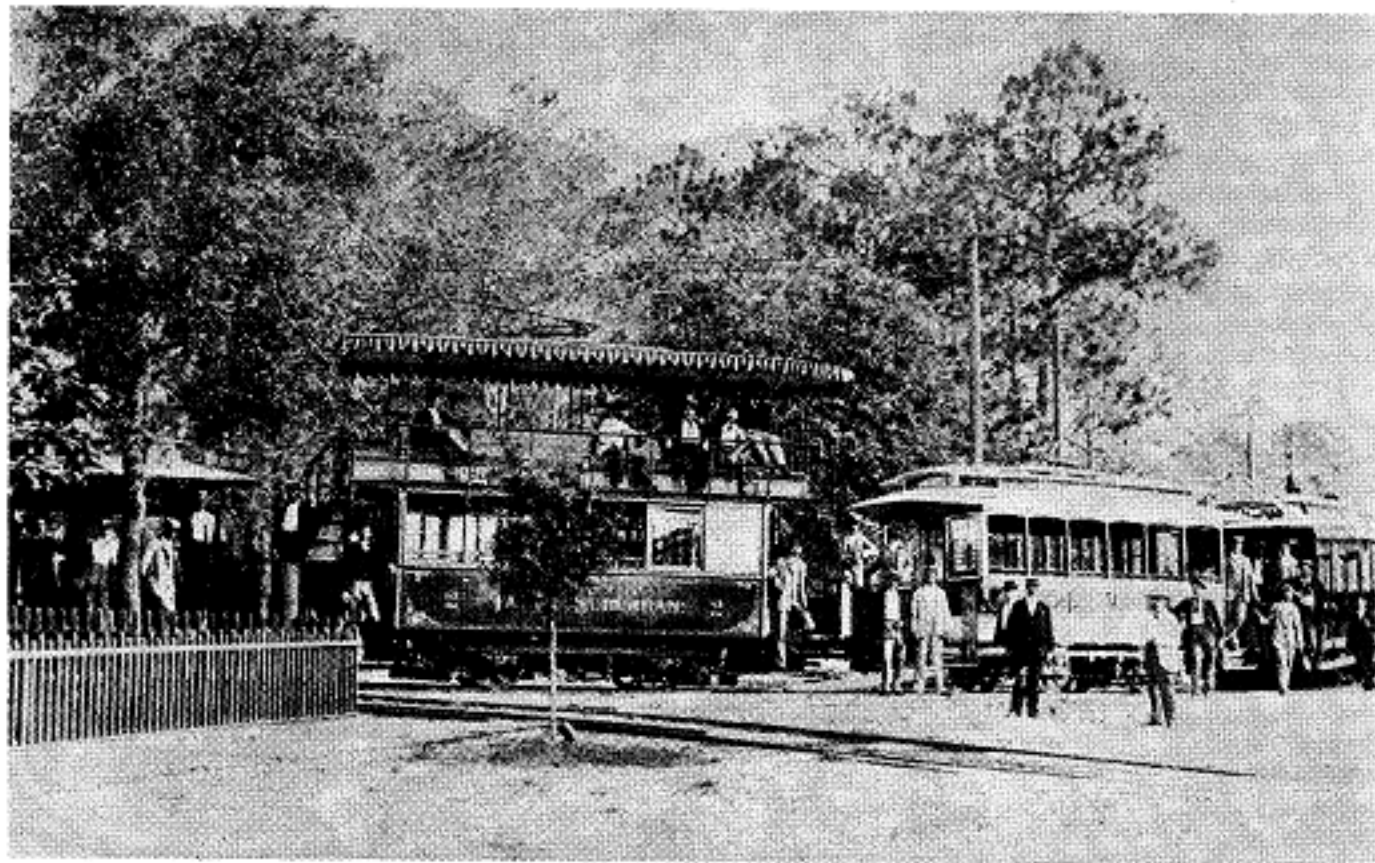


Photo Courtesy of Fred Fletcher

Many old timers remember this magnificent double-deck street car run by the Tampa Suburban to Ballast Point back in the Gay Nineties. At that time, and for many years thereafter, Ballast Point was Tampa's favorite amusement place.

and even by fellow members of his profession. Unfortunately, Dr. Wall did not live long enough to see his theory proved correct. He died in Gainesville April 18, 1895, while addressing members of the Florida Medical Association.

Dr. Wall was the second son of Perry G. and Nancy (Hunter) Wall. He was born in Jasper, Fla., September 17, 1836. He received his degree as a physician shortly before the Civil War and during the conflict served in a military hospital in Richmond, Va. After the war, he came to Tampa to practice and became one of the city's most respected and beloved citizens. He held many public offices and served for several years as editor of the *SUNLAND TRIBUNE*. His home, located on Florida between Lafayette and Madison, was the scene of many social gatherings.

If Dr. Wall's mosquito theory would have been accepted, and steps taken to eradicate the pests, Tampa undoubtedly would have progressed much more rapidly than it did. During the rainy season, the town literally swarmed with mosquitoes and the community continued to be plagued by malaria and dengue fever. However, Dr. Wall did manage to keep the city free from yellow fever for nearly two decades. Appointed health officer, he put rigid quarantine regulations into effect and no person was allowed to come into the city if he was suspected of having the dreaded disease. As a result, no epidemics occurred.

Tampa was afflicted with something less deadly than yellow fever but almost as obnoxious after the end of the war — wandering, rampaging Negroes. Freed from slavery, they came in from the plantations and paraded their "equality" by swaggering through the streets, often pushing white men and women from the sidewalks. They refused to work but they needed money for whiskey. They got it by breaking into stores and homes, often in broad daylight. Said the *PENINSULAR* on June 23, 1866: "Our families cannot even go to church without leaving someone at home lest on our return we find our places robbed."

The trouble-making, thieving Negroes could not be curbed by the sheriff because there was no court in which they could be prosecuted — the offices of judge of the criminal court and prosecuting attorney had been abolished to save expense.

To correct the situation, the people decided that the city government would have to be revived. This was done in October, 1866. E. A. Clarke was elected mayor and Dr. L. A. Lively, R. F. Nunez, Josiah Ferris and B. C. Leonardi, councilmen. One of the first actions taken by the city officials was to appoint John G. Robles marshal with instructions to "get tough." Robles did, and the trouble caused by Negroes soon abated. To get money to pay the marshal and meet other city expenses, occupational taxes were levied.

The levying of these taxes did not meet with public approval, due to the hard times. Many objections were raised. And the storm of protest increased in intensity two years later when real estate taxes were considered. The people of Tampa then decided they could no longer afford the luxury of a city government. Consequently, a "no corporation" slate of officials, pledged to discontinue the government until better times returned, was elected in March, 1869, by a large majority. John T. Lesley was elected mayor and John F. Fletcher, Lawrence A. Masters, John A. McKay, James Williams and Cyrus Charles, councilmen. True to their word, they did not hold meetings and the City of Tampa ceased to be. On October 4, 1869, the county commissioners decreed that "as the City of Tampa has forfeited its charter, all property of the city shall be taken over by the county clerk."

The county also had trouble about taxes. Money came in so slowly that more than a year passed before enough was taken in to make urgent repairs to the county courthouse—rebuild the gable which had been shattered by a Yankee cannon ball and replace shattered windows and a badly leaking roof.

Largely because its white inhabitants outnumbered the newly-enfranchised Negroes better than five to one, Hillsborough County did not suffer from Negro supremacy or carpetbag rule during reconstruction days. Two companies of Negro soldiers were stationed for a short time at Fort Brooke but when they became overbearing and white citizens complained, they were quickly withdrawn and replaced by white troops. In 1867 a Freedmen's Bureau Court was established in Tampa to hear complaints of Union sympathizers who had fled during war years and whose property had been taken by loyal Confederates but, so far as can be learned, none of the complainants recovered damages. On August 16, 1869, the period of military rule ended, the last Federal troops being withdrawn from Fort Brooke. Thereafter, Tampa and Hillsborough County were left free to work out their problems by themselves.

The only misery suffered by Tampa during the reconstruction period came from putting up with a native-born Southerner who turned "black Republican" after the war ended. He was James T. Magbee.

Born in Georgia in 1820, Magbee became a lawyer and came to Tampa in the late 1840s. Well to do, he took a prominent place in the community and was well liked. During the war, he served in the Confederate army. When the war ended he returned to Tampa to resume his law practice. For reasons unknown, he became a Republican—an ardent Republican. He won such favor at Tallahassee that on August 19, 1868, Governor Harrison Reed appointed him judge of the sixth circuit. Thereafter he often aroused the public wrath by compelling white men to serve on juries with Negroes. He was repeatedly charged

with showing rank favoritism while hearing cases. When his enemies objected too strenuously, he had them brought before him on contempt charges and fined them heavily.

Quite naturally, Magbee had few friends among the Democrats. And when he fell dead drunk in the sandy street at Franklin and Washington on November 16, 1871, a group of townsmen poured molasses and corn over him. The delectable mixture was soon discovered by roaming hogs. They rooted him around until they ripped off nearly all his clothes. Hours later, the judge sobered enough to get up and stagger home. He suspected James E. Lipscomb of having planned the outrage and charged him with contempt. On the hearing day, Lipscomb went into court armed with a shotgun. He pointed it at the judge and pulled the trigger. But just then E. A. Clarke struck the barrel and the load of buckshot went into the ceiling. Although he escaped, Magbee was so frightened that he dismissed the case.

Two years later, after Lipscomb had been elected mayor, Magbee was overcome again by the urge to become intoxicated. Mayor Lipscomb had him arrested on charges of disorderly conduct. Recovering from his alcoholic stupor, Magbee called his wife to the jail, had her bring the necessary papers, and then issued a writ of habeas corpus directing the marshal to produce the body of James T. Magbee before James T. Magbee, judge of the circuit court. The marshal could do nothing but obey and of course the judge released himself as soon as he was taken to the courthouse. He thought so well of his strategy that he later wrote up the case for law journals.

Judge Magbee's conduct on the bench finally was considered so reprehensible by Democrats that impeachment proceedings were brought against him in the state legislature. While the case was still pending he resigned his office, in 1874, after serving six years.

Perhaps to get revenge on his political enemies, Magbee soon afterward began publishing a newspaper, the TAMPA GUARDIAN. His wife was assistant editor. On the masthead of the paper, Magbee proclaimed that it would be "Independent in Everything, Neutral in Nothing." But despite the announced "independence," the GUARDIAN was ultra-Republican in policy. Probably for that reason, the paper carried few local advertisements. Its pages were well filled, however, with advertisements of concerns owned by Republicans in other parts of the state. And it was well edited and most readable. Magbee continued publishing it until he died on December 12, 1885. The GUARDIAN was then taken over by H. J. Cooper and C. H. Baxter and published until December 8, 1886, when Editor Cooper sadly announced that Magbee in his will had made no provision for keeping the paper alive and that publication would have to cease.

Republicans vied with Democrats for control of Tampa newspapers for many years after the end of the Civil War.

Because of the war, the FLORIDA PENINSULAR was forced to suspend publication on May 25, 1861. Publisher Spencer enlisted in the Confederate army and became a private in Company F, 1st Florida Cavalry. While serving in Kentucky he was stricken with typhoid fever. He died in Frankfort on October 27, 1862, at the age of twenty-three.

During the war the press and type of the newspaper were taken into the country so the Yankees could not find them. When the war ended, the equipment was brought back to Tampa and publication was resumed on April 28, 1866, by William's two brothers, John Edward and Thomas K. The Spencers appointed Samuel C. Craft editor. He announced that the paper would be Democratic.

Less than two months later, John Spencer became ill. During the war, while serving in the 4th Regiment, Florida Volunteers, he contracted dysentery and when he returned home, he was still suffering from the disease. His condition became gradually worse and on June 30, 1866, he died. Publication of the PENINSULAR was thereafter continued by Thomas Spencer.

The Democratic PENINSULAR got a Republican competitor, THE TRUE SOUTHERNER, during the summer of 1868. It boasted on its masthead that it was the "official" paper of the Sixth Judicial Circuit and proclaimed that "We hold these truths to be self-evident, that all men are created equal." Edward O. Plumbe was the editor and Charles L. Newhall, the publisher. THE TRUE SOUTHERNER was published in the courthouse, probably by permission of Circuit Judge Magbee. The paper had little support and no advertising and after the November elections, it died a sudden death.

Determined to have a newspaper mouthpiece in Tampa for the next national election, in 1872, the Republicans bought a controlling interest in the PENINSULAR and on February 17, the Democratic editor retired. He was succeeded by G. R. Mobley who announced that the paper would thereafter be Republican. This action proved fatal for the paper. Its advertising dwindled and shortly after the election the paper printed its last issue.

For the next two years the Democrats did not have a paper in which to express their views. But early in 1876 they rallied their forces, knowing that the coming election would be one of the most bitterly fought in the nation's history, and promised Thomas K. Spencer enough backing to enable him to start a new weekly called the SUNLAND TRIBUNE. The first issue appeared March 2, 1876, with Dr. John P. Wall as editor. During the months which followed, Editor Wall filled the columns of the TRIBUNE with praise of Samuel J. Tilden and unceasingly declared that the nation would be ruined if Rutherford B.

Hayes came out ahead. Just the opposite view was taken, of course, by Editor Magbee in his *GUARDIAN*. When Hayes was finally triumphant, Magbee gloated and Dr. Wall moaned that Florida had been betrayed.

While the newspaper editors were fighting their political battles, Hillsborough County was emerging rapidly from the slough of despondency into which it had fallen at the close of the war. It began to surge ahead even while Tampa was slipping backward, losing in population. The county's recovery was due in part to the golden harvest then being reaped by cattlemen through supplying the Cuban market.

The first cattle were shipped to Cuba from Central Florida late in the 1850s by Capt. James McKay who developed quite a knack for dealing with grafting Havana officials. One way he did this was to limit his palm greasing to the right people. On one occasion, just after he had dined with the captain general of Havana, he was met on board his ship by a group of petty officials who demanded their share of the pay-off. Having had a wee bit of champagne at the dinner, Captain McKay was feeling in fine fettle, but in no mood to argue. He told his mate to cast off. And then, just as his *Magnolia* got under way, the six-foot, husky captain proceeded to tie into the graft seekers and toss them overboard into the shark-filled waters of the harbor. After that he was not bothered with small time chisellers.

Captain McKay was unable to get another ship to replace those lost during the war until the summer of 1866 when he chartered the *Gov. Marvin* from the Morgan line. The ship arrived July 27. Less than three months later, on October 22, he purchased the *Southern Star*, a much larger, faster steamer.

Strangely enough, Captain McKay had trouble getting enough steers to load a ship and resume the Cuban trade. Herds owned by the cattlemen had increased greatly in numbers during the war years and when the war ended, there was only a limited market for the animals. Nevertheless, the cattlemen held out for prices higher than Captain McKay could pay and still make a profit, and this despite the fact that south Florida was desperately in need of "hard money."

Learning that Captain McKay was stymied, Editor Craft blasted the cattlemen in the *PENINSULAR*. "If the cattle owners assume that Captain McKay must lose all while they make all, we may expect an abandonment of the enterprise and a sealing up of the doom of south Florida for years to come," the editor declared. "This is no time for the cattlemen to be obsessed with greed."

Captain McKay finally made the cattlemen listen to reason and on October 29, 1866, he loaded the *Gov. Marvin* with cattle at Manatee and left for Havana. He must have made a profit because thereafter

he made shipments regularly. And by late fall, Capt. F. A. Hendry and Jacob Summerlin had entered the business. On December 15 they shipped 300 head from Manatee on the steamer *Emily* which they had just purchased. Later they made shipments from Punta Rassa where Summerlin developed the largest cattle shipping port in Florida.

The Cuban cattle business began really to boom in 1868 when insurrectionists on the island started a ten-year conflict with their Spanish rulers. The rebels controlled many of the areas where cattle were raised and the Spaniards began paying top prices for the steers needed to feed the soldiers they rushed to the island. Spanish buyers flocked to Florida and gladly paid a gold doubloon, worth \$15.60 in American money, for every steer driven to a shipping point. For cattle shipped into Havana, half again as much was paid, also in Spanish gold.

In the Tampa Bay area, the shipment of cattle was almost completely monopolized by Captain McKay. To handle the business, he built up the largest fleet of schooners and steamers then owned by any individual in the state. His principal ships were the *Southern Star*, *Valley City*, *Lindsey*, *T. J. Cochran* and *Ella Knight*. Following the captain's death, on November 11, 1876, the business was carried on by his son, Capt. James McKay, Jr.

The Cuban demand for cattle continued strong all during the 1870s. During that decade, 165,669 head were shipped to Cuban ports



Photo Courtesy of Burgert Bros.
Exchange National Bank as it looked in 1899. The employees shown in the foreground, left to right are: C. J. Huber, R. M. Prince, Miss Elizabeth Asken, and J. B. Amderson, the cashier. Peter O. Knight had his offices on the second floor.

and for them the Florida cattlemen and shippers received \$2,441,846. The golden flood came at a time when it was needed most. Pumped into the channels of trade, it helped immeasurably in bringing back prosperity to many parts of the state.

Hillsborough County was helped most, however, by a great influx of new settlers which began soon after the war ended and increased steadily year after year.

Many of the new arrivals were northerners who had heard about the beautiful West Coast from Yankee sailors and soldiers, sent here on raiding expeditions during the war. After the war ended and the Yanks returned to the cold and dreary winters of the North, they remembered the balmy climate of the Tampa Bay region and sang its praises. They advertised the section throughout the nation — and the advertising brought results.

With the northerners came many families from north Florida and southern states which had been overrun by the despised carpetbaggers and dominated by Negroes. To escape the intolerable conditions concomitant with "Negro rule" they migrated to a region where the carpetbaggers and their colored allies were not supreme.

It would seem as though the mingling of the "victorious" northerners and the southerners for whom the war brought nothing but tragedy would have resulted inevitably in conflict and dissension. But bitterness and strife — there were none. The two groups got along splendidly together. They intermarried. They joined in building south Florida — the south Florida of today.

The influx of new settlers was due in large measure to the Homestead Act passed by Congress in 1862. The Federal government held title to huge tracts of land in central and south Florida and, with the war ended, these tracts became available for occupation. Each settler was entitled to 160 acres provided he built a home and tilled the soil for five years.

To get this free land, the hardy and the adventurous moved southward. They came in huge covered wagons, drawn by mules or oxen, traveling a few miles a day over the sandy trails, just as pioneers had come back in the 1840s to get land under the short-lived Armed Occupation Act. Others came in sloops and schooners, stopping at white-beached islands along the way. A few came in style, traveling by steamer and rail to Cedar Keys and then down to Tampa on the U. S. Mail Line, operated first by Captain McKay and later by the Tampa Steamship Company.

As a result of the southward migration, Hillsborough County gained in population while Tampa was shrinking, increasing from 2,981 in 1860 to 3,216 in 1870. The increase was really much greater than the figures indicate inasmuch as Polk County had been carved

out of Hillsborough in 1861 and if Polk's population of 3,169 in 1870 had been added to that of Hillsborough, as it had been in 1860, the total would have been 6,385, truly an amazing gain. Hillsborough continued to grow rapidly during the 1870s, the population soaring from 3,216 to 5,814.

Few of the newcomers raised cotton, sugar cane or rice for money crops as the plantation owners had done in ante bellum days. Those were vanishing crops, as far as Hillsborough County was concerned. They were profitable in the days of slave labor but not after the Negroes had been freed and demanded wages for their work — higher wages than were paid in almost any other section of the South. The principal crops grown by the newcomers were corn, sweet potatoes and truck produce. Almost all of them planted citrus groves.

Most of the newcomers, especially those from the North, had money when they arrived. Some were quite wealthy and spent large sums to buy choice tracts and in developing their properties. General W. P. Hazen, for instance, who came to Hillsborough County from Ohio, spent a small fortune building a magnificent home at Lake Thonotosassa and planting the largest orange grove in south Florida.

Money spent by the newcomers began to trickle into Tampa in the late 1860s and while it did not arrest the drop in the town's population it did serve to help dispel the black pessimism which prevailed immediately after the war ended. Merchants reported better trade and everyone began to have greater confidence in the future.

The slowly returning optimism had one effect Tampa youngsters did not like — reopening of the public schools.

Private schools had been opened within a year after the war ended — Mrs. Hawkins' Private School for Girls and Samuel C. Craft's Private School for Boys. Both Craft and Mrs. Hawkins charged tuition fees of \$8 per term, when paid in advance, and \$12 when paid in installments. Craft laid down strict rules regarding the conduct of the boys sent to him for instruction. He warned that all those who "make a practice of visiting any drinking or gambling place or other resorts of vice" would be promptly expelled. Perhaps for this reason, his school was not a financial success; he closed it after one term. Besides being proprietor of the school, Craft also was pastor of the Baptist Church and editor of the *PENINSULAR*. Despite this multiplicity of jobs, he had a hard time making ends meet. On July 21, 1867, he reported that his income from all sources for the first six months of the year had been just \$149. "That's not enough to live on," he moaned, "particularly now that we have to pay 10 cents a pound for beef."

After Craft closed his school, another one was opened by Mrs. Robert F. Nunez. Her husband, who had owned a general store before the war, enlisted in the Confederate Army shortly after their marriage

in 1862 and served as captain in Co. B, 7th Florida Regiment. Unaccustomed to the colder climate of Tennessee and Kentucky, where he served, he contracted pneumonia and never fully recovered. He died in 1868, leaving his widow and two children.

In the fall of 1870, members of a newly-elected County Board of Public Instruction finally managed to obtain enough money to employ a principal and a small staff of teachers and open a public school in the abandoned city hall. Members of the board then were John T. Givens, Thomas K. Spencer and Dr. Franklin Branch. A. Watrous was the superintendent. Because of the money shortage, the school term was limited to six weeks. In 1872 a tax of five mills was levied for educational purposes, help was obtained from the Peabody fund, and a start was made toward establishing a real county school system. The first public school building in Tampa, located on a half-block lot on Franklin between Madison and Twiggs, was built in 1876 for the school board by John T. Givens and his son, Darwin at a cost of \$2,350.

By mid-summer of 1873 economic conditions had improved to such an extent that the citizens decided that a municipal government should be re-established. So a meeting was held August 11 and the 48 electors who attended voted to incorporate, this time as a town instead of as a city. James E. Lipscomb was elected mayor, Charles Hanford, clerk, and John G. Robles, marshal. Councilmen elected were W. T. Haskins, E. A. Clarke, John T. Lesley, Josiah Ferris and Henry L. Crane. Soon afterward, the first town seal was designed and adopted. It showed a palm-surrounded waterfront with a few sail and steamboats in the foreground.

A revived community spirit was shown in 1873 by the organization of a Town Improvement Society by the women of Tampa. One of the first tasks the women undertook was the beautification of Oak Lawn Cemetery which had become overgrown with weeds and palmettoes during the war years. By holding lawn fetes and raffles, the society raised enough money to employ a caretaker and have the undergrowth removed.

One of the oldest citizens of Tampa was buried in the cemetery that year—William Ashley, for whom Ashley Street was named. Shortly afterward a Negro woman died who had long been Ashley's servant. The relationship which had existed between Ashley and Nancy was much closer than that which normally existed between master and servant but, strange to say, it was not frowned upon by the community. After Nancy's death she was buried in the same grave with her master and a tombstone was erected by John Jackson, executor of Ashley's estate, "to commemorate the fidelity which each bore to the other." The inscription on the tombstone read: "Here Lie William Ashley and Nancy Ashley, Master and Servant; faithful to each other in that

relation in life, in death they are not separated. Strangers, consider and be wise — in the grave all human distinctions of race or color mingle together in one common dust." The tombstone is still standing.

A famous visitor came to Tampa in 1876. The celebrity was Sidney Lanier, noted poet of the South, who arrived with Mrs. Lanier on December 21. At first he was not much impressed with Tampa and in a letter home described it as "the most forlorn collection of one-story houses imaginable." Mr. and Mrs. Lanier stopped at the Orange Grove Hotel, the former home of William B. Hooker which had been converted into a hotel and was being operated by Hooker's son-in-law and daughter, Mr. and Mrs. Henry L. Crane. Lanier described the hotel as "a large three-story house with many odd nooks and corners, altogether clean and comfortable in appearance, and surrounded by orange trees in full fruit."

Lanier came to Tampa primarily to obtain data for a Florida guide book he was then writing and expected to remain only a short time. But he learned to like the town so much that he stayed three months. In a letter to a northern friend he rhapsodized: "What would I not give to transport you from your northern sorrows instantly into the midst of the green leaves, the gold oranges, the glitter of great and tranquil waters, the liberal friendship of the sun, the heavenly conversation of the robins, and mockingbirds, and larks, which fill my days with



Photo Courtesy University of Tampa

During the Gay Nineties, the Tampa Bay Casino served Tampa as a theatre, swimming pool and as a center for social events. The Casino, built by H. B. Plant on the Tampa Bay Hotel grounds was opened December 3, 1896. It was destroyed by fire July 20, 1941.

delight." While in Tampa, Lanier wrote eleven poems including *Tampa Robins*, *The Mocking Bird*, *The Masters*, and *A Ballad of the Trees*.

Despite his love for Tampa, Lanier never returned. His failing health prevented him from again undertaking the long, hard journey, the trip from Philadelphia having required eleven days. He had spent four days on trains, four days on steamers, and three days in lay-overs at Danville, Va., Brunswick, Ga., Fernandina and Cedar Keys. He had traveled from Cedar Keys to Tampa on the steamer *Valley City*, of which Capt. James McKay, Jr., was master.

The poet could have saved himself the last boat trip if he had wanted to get off the railroad at Gainesville and make the remainder of the journey by stagecoach, the line having started running again in 1866. But Lanier would not have saved any time by going overland, two days and a night having been required to make the 134-mile trip. By the time the travelers reached Tampa they usually were stiff and sore from the side-swaying and jolting of the stagecoach over the rough roads. But the driver, an agile fellow, enlivened the trip by "gopher grabbing"—he would leap from his seat, pick up a gopher from the road and toss it onto the baggage rack overhead without stopping his team. For each gopher captured, the driver made 25 cents, the animals then being highly prized by Negroes.

Slow though the Gainesville stagecoach was, it was lightning fast compared to the "freight express" which operated between Tampa and Bartow. Vehicles used by the "express" were lumbering, broad-wheeled, tarpaulin-covered wagons and the motive power was furnished by three and four yoke of oxen, driven by brawny Civil War veterans who wielded their long, blacksnake whips with deadly accuracy. Two full days were required to make the 42-mile journey. During the dry season, the wheels sank in clutching sand and during the rainy season in even more clutching mud, and the oxen were able to proceed only at a snail's pace.

The Bartow freight line was established soon after the war by Thomas B. Mims, of Bartow, who later sold it to Isaac Brandon. The last owner was Capt. Dave Hughes. The line provided the first delivery service for Tampa stores which sold to merchants in Bartow, Fort Meade and other inland towns. It continued in operation until the coming of the railroad in 1884.

One of the drivers for the line, a Captain Mayo, was remembered vividly by Charles McKay who often went with him to Bartow just for the ride. Other youngsters also accompanied Mayo occasionally. One day the captain went completely insane and beat out the brains of the boy who was riding with him. McKay never ceased feeling thankful that he had not been in a traveling mood that tragic day.

Because of the slow transportation facilities then available, Tampa people felt as though they were living at the end of nowhere. This feeling of isolation was lessened somewhat when a telegraph office was established at Fort Meade by the International Ocean Cable Company which in 1867 finished stringing a telegraph line down the state to Punta Rassa where it connected with a newly-laid cable to Key West and Havana. Thereafter, Tampa people who wanted to send messages could take them to Fort Meade and have them telegraphed.

Tampa business men repeatedly asked the telegraph company to provide a branch line to their town but the officials always refused, saying they could not hope to get enough business in Tampa to justify the expense. They suggested that Tampa citizens organize a company and string the line themselves. Finally, in 1873, a meeting of leading citizens was called to sell stock for such a company. Two of the most prominent citizens refused to subscribe, saying they would not be benefitted — they got news quickly enough without a telegraph. Their refusal aroused the ire of outspoken Capt. John Miller. He angrily retorted that he was not surprised at their attitude. Everyone knew, he said, that the reason they did not need a telegraph was because their wives beat any telegraph ever invented in spreading the news. All the men laughed, even the two objectors. But Captain Miller learned the next morning that he had spoken too hastily. The men had told their wives what he had said — they met him on the street on his way to work and gave him a tongue lashing he never forgot.

Despite this disquieting episode, enough stock was sold to get the company established. It was called the Tampa and Fort Meade Telegraph Company. A small office was opened in Miller & Henderson's store and a young fellow from Jacksonville named Walter Coachman arrived to become the town's first telegrapher.

The firm of Miller & Henderson was established in 1873 by William B. Henderson and Capt. John Miller. The latter was born in Norway on August 4, 1834. When eleven years old he sailed to Quebec as a cabin boy. Later he served as a sailor on ships plying between New York and Liverpool. By the time the Civil War started he had saved enough money to buy a brig which was used by the Federals during the war years. When the war ended he purchased a schooner and came to the West Coast to engage in coastwise shipping. In 1869 he opened a general store in Tampa. When Capt. Miller and Henderson joined forces in 1873, they proceeded to establish Tampa's largest general store and also built up the largest fleet of ships on the West Coast. They later organized the Tampa Steamship Company. Some of their best known ships were the *Lizzie Henderson*, *Capt. Miller*, *Alabama*, *T. J. Cochran*, *Hostetter*, *Eliza Hancox* and *Lucy B. Miller*.

Despite the fact that Tampa lost steadily in population during the 1870s, the town expanded in size. This anomaly was due to an influx of northerners who had money and wanted plots of land near town large enough to have small orange groves. Many located north of town and soon began demanding the opening of streets. Neither the town nor the county had money for road construction and the demands might have been ignored had it not been for Joseph Robles. His homestead was located north of what is now Columbus Drive and between Florida and Nebraska Avenues. Deciding he would like to get some of the northerners' money by selling them some of his land, he called for volunteers to help open Florida Avenue. Twenty-six public spirited citizens led by Sheriff D. Isaac Craft responded and work was started June 18, 1876. Teams of oxen and log carts were provided by Capt. John Robles and before the day ended, the avenue was opened nearly a mile beyond the town limits.

The northern expansion continued steadily and by December 3, 1879, Publisher Spencer proudly reported in his *SUNLAND TRIBUNE* that Florida Avenue had been opened for about two miles, Nebraska Avenue three miles, and Michigan Avenue for about two miles east of the river. The newspaper editor listed the names of the owners of more than fifty "orange grove estates" which had been established along the new thoroughfares. "A comparative wilderness lying at our very doors," he declared, "is being made to blossom as a rose."

Spencer rather sadly admitted that a majority of the newcomers who owned the orange grove estates probably were Republicans but he added that "being intelligent men and having become bona-fide citizens, they are not the kind of men to be imposed upon and therefore, as a rule, may always be counted on as favoring honest government and in state elections will vote accordingly."

The "blossoming" of the suburbs referred to by Publisher Spencer did not cause a concurrent blossoming of "downtown" Tampa. The business section in 1880 was much the same as it had been in Civil War days. All the business establishments were housed in one or two-story frame buildings, usually unpainted and more than a little dilapidated. Sand was ankle deep in all the streets and in many places scrub palmettoes and weeds grew right down to the ruts made by the ox carts of visiting farmers. Tampa was still just a sleepy little "cracker" village.

But Tampa was a friendly town and, moreover, few persons believed in letting work interfere too much with pleasure. People often took time off from their daily chores to enjoy themselves. During the long summer months, picnics on the beaches and excursions on the bay were common events. Every week or so some group held a lawn fete, entertainment or dance. Many of the young men belonged to the Tampa Rifles and spent much time drilling or parading through the

streets. During the winter, plays were given by members of the Tampa Amateur Dramatic Society. And each year at Christmas time the Knights of Hillsborough held their Ring Tournament.

This annual event was something like the knightly tournaments held in Merrie England back in medieval times. But instead of jousting each other off their horses, the gaily costumed knights tilted their lances at three rings suspended ten feet off the ground from horizontal bars. Each rider had three tries and if he was a fine horseman and had nerves of steel he could get nine rings. The winners had the honor of choosing the Queen of Love and Beauty and her two maids of honor. The queen always was crowned at a ball held two days after the tournament. It was the big social event of the season and everyone socially prominent attended.

The first tourney of which there is any record was held January 2, 1877. Seventeen young gallants were the contestants. W. B. Henderson and W. W. Wall were the judges and James E. Lipscomb, the marshal. Thomas E. Jackson, the Knight of Reform, had high score and named Miss Etta Warner the queen. Dr. Thomas S. Daniel, who was "Oswald," took second place and named Miss Ada McCarty the queen's maid of honor. Wesley P. Henderson, the Knight of Florida, took third place, and named Miss Mamie Parish second maid of honor.

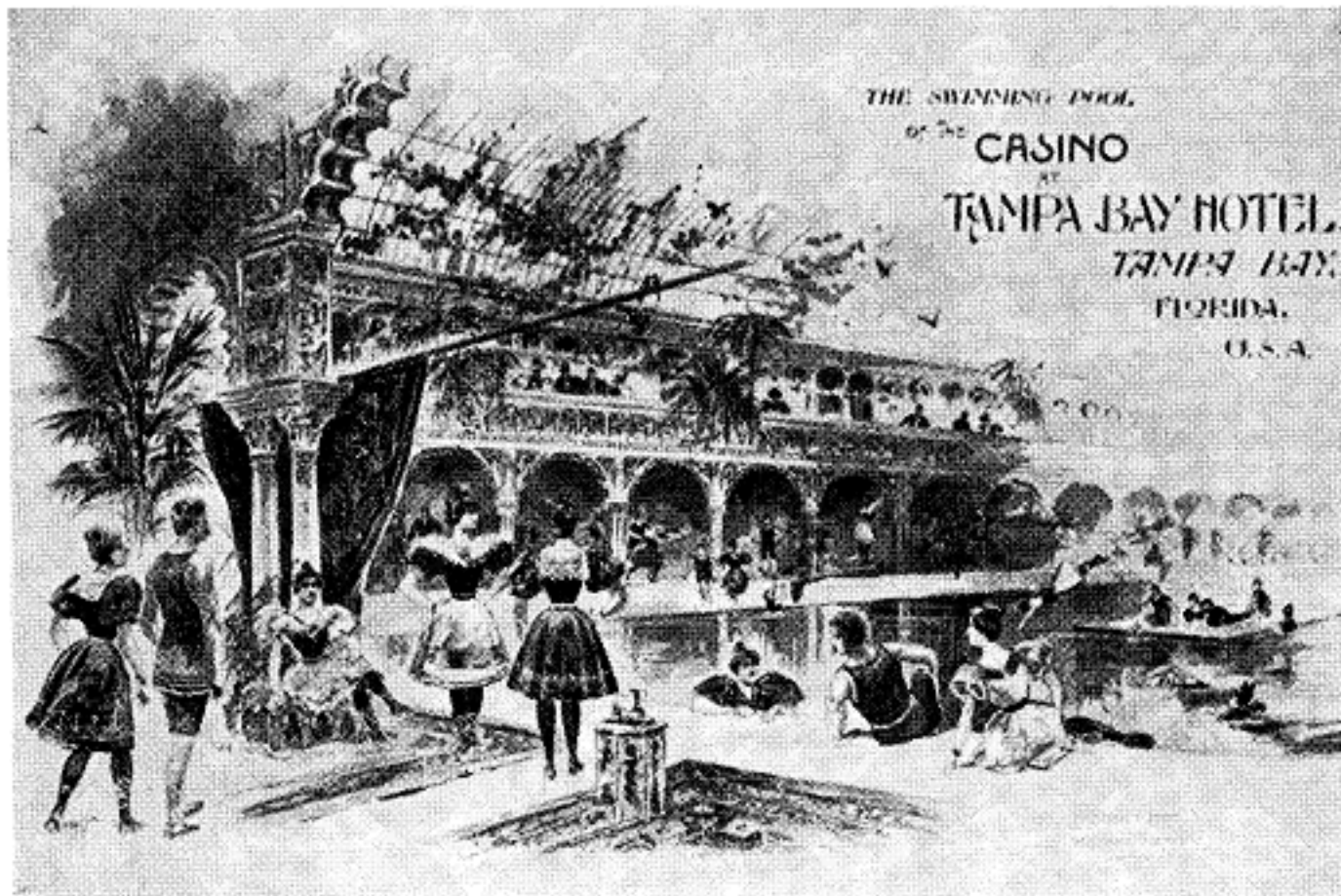


Photo Courtesy University of Tampa

Having a removable floor, the Tampa Bay Casino could be used one day as a theatre, and the next as a swimming pool. This picture shows how the bathers looked back in the Mauve Decade when the Tampa Bay Hotel was one of the leading resort hotels in the south.

The SUNLAND TRIBUNE described the ball as "a brilliant and splendid affair which passed off to the satisfaction and enjoyment of the large number who participated." H. H. Hale was the floor manager and was highly praised for his efforts.

The Ring Tournament was held each year on the parade ground in the garrison. At other times the parade ground was the favored grazing land of a small herd of cows owned by Mrs. Benjamin Cowart, known to everyone as "Granny" Cowart. Each evening the cows were driven from the garrison through the streets to Granny's cow pen on the northeast corner of Tampa and Lafayette, now in the heart of the business district. They were scrawny creatures and gave only a quart or two of milk each but Granny had the only "dairy" in town and people gladly bought all the milk her cows could supply. Mrs. Cowart was an expert in castrating colts and young bulls and old timers say she never lost a case. She also was a skilled midwife and assisted at many of the births in town, always referring to the children thereafter as "my children."

Early in 1883, Granny Cowart had to take her cows out of the garrison, the Tampa Rifles had to go somewhere else to drill, and the Knights of Hillsborough had to begin looking for another place to hold their tournaments. Because in that year Fort Brooke passed out of the possession of the Federal government.

Yankee troops had been withdrawn from the fort on August 16, 1869, and for more than a decade the buildings were unoccupied. But in May, 1880, two companies were transferred there from Key West, then suffering from one of its many yellow fever epidemics. The soldiers remained at Fort Brooke until late in 1882 when they were transferred to Mt. Vernon, Ala., and St. Augustine. The last contingent departed on December 21.

On January 22, 1877, during the period when the fort was deserted, the military reservation was reduced to about 148 acres, the section east of the present East Street and south of Sixth Avenue being reverted to the public domain. All the land held by the government beyond the new reservation boundaries was then sold, large tracts being purchased by John T. Lesley, Andrew J. Knight, Stephen M. Sparkman, and others, for \$1.25 an acre. The section north of the present First Avenue later comprised the Town of Fort Brooke, notorious for many years for its gambling joints and houses of ill fame. This so-called town was not taken into Tampa until 1906.

When the troops departed for the last time in 1882, attempts were made by public spirited citizens, led by S. A. Jones, to acquire the garrison, with its graceful palms and towering, moss-hung oaks, for a town park. They sought the assistance of a United States senator who was supposed to be most friendly to Tampa, Wilkinson Call, a breast-

beating spellbinder who had enthralled voters many times by his denunciations of Republican carpetbaggers. Senator Call promised his support. On January 4, 1883, the War Department turned the property over to the Department of the Interior and Tampa people confidently believed the Land Office would soon transfer title to the town.

But on Friday, March 23, 1883, bad news was received from Tallahassee. On the day before, a diagram of the reservation had been received at the Federal Land Office and immediately on its arrival, an application for a homestead there had been filed by a physician who lived in Arredondo, near Gainesville, Dr. Edmund S. Carew. The application was for the finest part of the garrison, a tract on which the officers' quarters stood. The town was stunned.

The announcement that the reservation had been opened for homesteading resulted in a rush of citizens to Tallahassee, all eager to get a portion of this valuable property. During the following week, homestead applications were filed by Clifford Herrick, Louis Bell, Daniel Mather, Andrew Stillings, Joel B. Myers, Richard Nash, G. W. Kirby, Frank C. Thomas, John H. Havans, Julius Caesar, Frank Jones, W. B. Henderson, E. B. Chamberlain, Wirt S. Myers, Marion M. Nelson, and Henry W. Beach, the father of the boy who years later became a famous author, Rex Beach.

Dr. Carew arrived in Tampa on April 13 with his family and soon took possession of the officers' quarters. By that time most of the other applicants also had moved onto the land they claimed. And many others had entered the reservation to "squat," living in tents and hastily erected shacks.

Years later evidence was introduced during a legal battle between various claimants for the property which showed that Dr. Carew had received a telegram from Senator Call telling when the land diagram had been sent from Washington. And there was also evidence indicating that the doctor had received money from Call to pay for the homestead application. Many persons contended that Call directed Carew's actions with the expectation of getting at least part of the land for himself. In all events, Tampa had been doublecrossed by the senator, beyond all doubt. As a result, the town lost forever its opportunity to get a fine park at its front door. And the once beautiful garrison finally became a commercial and industrial section.

But in 1883, Tampa was in no mood to grieve long about the loss of the garrison. The town was growing as it had never grown before. It was just about to get something for which it had a vital need; something on which its entire future depended. A railroad was coming.

CHAPTER VII

A RAILROAD BRINGS A GOLDEN ERA

THE CRAMPED FORECASTLE of the sidewheel steamer *New York*, plying between New York and New Haven, Conn., was almost unbearably hot one blistering day in August, 1838. Perspiration covered the bodies of the deckhands sleeping there. And to the patrician nose of the captain's boy, the odors in the stuffy quarters were most unpleasant. He vowed that if he ever could work his way out of that fore-castle, he'd never slip back in again.

The captain's boy was a nineteen-year-old youth named Henry Bradley Plant, of Branford, Conn. He was not particularly strong physically and had only a smattering of education. But he had a burning determination to succeed—and succeed he did, most fortunately for Tampa. In the years to come, Henry Bradley Plant played a leading role in the metamorphosis of Tampa from a sleepy "cracker" village into the thriving city it is today.

Shipments of Beecher's New York & New Haven Express, one of the first express lines of the country, were carried in the hold of the steamer *New York*. The master of the ship, Capt. S. Bartlett Stone, decided one day that goods could be handled better if stored in a large double room forward of the wheel. Having taken a liking to young Plant, he gave him the job of looking after the room and had a berth placed in it so he could sleep there. Plant later told Tampa friends that the day he left the fore-castle and moved to the express room was the happiest day in his life.

In 1842, while still with the steamship line, Plant was married. Desiring to spend more time at home, he got a shore job with the express company in New Haven. Shortly afterward he was promoted and transferred to New York. In 1847, Beecher's line was absorbed by the Adams Express Company. Plant went with the Adams company, then expanding rapidly, and soon became one of its officials. In the fall of 1853 the company placed him in charge of its business in the southern states and he proceeded to establish new express lines all through the South.

When the Civil War started, the Adams Express Company sold its holdings below the Mason-Dixon line to Plant to prevent them from falling into the hands of the Confederates and he organized the Southern Express Company with offices in Augusta, Ga.

During the war, many Georgia and Florida railroads became insolvent. Aided financially by wealthy business associates of the North, Plant bought controlling interest in a number of the roads and by 1882 had built up a network extending from Charleston, S. C., to Jacksonville and across lower Georgia and north Florida. To handle the properties

and buy more roads, he organized the Plant Investment Company. Included among his associates in the company were Henry M. Flagler and Morris K. Jessup, of New York; W. T. Walters and B. F. Newcomer, of Baltimore; E. B. Haskell, of Boston, and Lorenzo Blackstone, Henry Sanford, Lynde Harrison, H. P. Hoadley and G. H. Tilley, of Connecticut.

Plant foresaw the day when the United States would do an immense amount of business with Cuba and Central and South America and he decided to extend his railroad empire to a point on the Florida West Coast. At that time Cedar Key was the only town on the coast which boasted of a railroad, the Florida Transit & Peninsular, successor to the old Florida Railroad fathered by David Levy Yulee. Large blocks of FT&P stock were owned by Yulee and his relatives and they also controlled practically all the land in Cedar Keys. Old timers say that Plant wanted to extend his railroad to the keys but when he tried to buy the necessary land, the Yulee crowd refused to sell. This made Plant so irate, the old timers say, that he angrily declared: "I'll wipe Cedar Key off the map! Owls will hoot in your attics and hogs will wallow in your deserted streets!"

According to another oft-told story, Plant next tried to get land for his railhead on Snead's Island, in Manatee County. He wanted to buy the entire island but the negotiations collapsed, so the story goes, when



Photo Courtesy of Burgert Bros.

Tampa was war minded in the turbulent days preceding the Spanish-American War. This picture looking north on Franklin from the court house grounds shows a parade of home town soldiers in 1897. The marble-faced First National Bank Building, just completed, is shown in the center.

Warburton Warner, one of the owners, refused to sell his 200-acre tract, expecting to profit handsomely after the port development started on the rest of the island.

These stories may be true, even though there are many reasons why they can be doubted. But the fact remains that Plant finally concluded that Tampa Bay offered the best possibilities for port development and that the town of Tampa was the logical point for a railroad to terminate.

Plant's decision unquestionably was logical. Despite the fact that Tampa's population had dropped during the preceding two decades, it nevertheless was an established community and the only shipping center for a large, rapidly developing back country. A railroad into Tampa would be assured of a large amount of business—at once. No other place offered such opportunities—so Tampa won Plant's choice.

As the first step in carrying out his plans, Plant early in 1883 acquired controlling interest in the South Florida Railroad. This road held a charter from the state, granted in 1879, to build from St. Johns River to the Gulf. Construction work had started January 11, 1880, when General U. S. Grant, then visiting in Florida, dug the first ceremonial spadeful of earth at Sanford. The railroad was completed from Sanford to Orlando by October 1, 1880, and was extended to Kissimmee March 2, 1882. There the company's money ran out and work stopped.

After buying the South Florida, Plant could have used its charter to build into Tampa but he had a most practical reason for not wanting to do so. The South Florida's charter offered a niggardly reward for railroad construction, only 3,840 acres of state-held land for each mile of road completed. Plant wanted something much better to guarantee a profit for his company on the money it invested. Shrewd Connecticut Yankee that he was, he coveted the charter of another railroad which had been authorized to build to Tampa Bay, the Jacksonville, Tampa & Key West, which had been promised 10,000 acres per mile for each mile completed plus alternate sections within six miles on each side of the track, a total of 13,840 acres per mile.

The JT&KW already had started building a railroad. Officials of the company had arrived in Tampa in 1881 and on July 29 had secured from the town council an exclusive franchise to lay tracks on Spring, Water, Polk and Whiting streets. The franchise had been awarded for a consideration of only \$5, the town fathers having wanted a railroad desperately. Col. E. B. Carter, chief engineer of the road, had arrived in town on December 29, 1881, and soon afterward had started grading at the foot of Polk Street. Fifteen miles of grade were completed the following year. But then the work stopped—this company too had run out of money.

At that juncture, Plant appeared in the picture. On May 4, 1883, he came to terms with the JT&KW officials. He agreed to advance the JT&KW enough money to start construction at Jacksonville and work

southward toward Palatka. And, in return, the JT&KW gave the Plant Investment Company a quit claim deed to all its rights in the railroad "built and to be built" out of Tampa. The arrangements also provided that the South Florida could build its road into Tampa on the JT&KW charter and thereby get the 13,840 acres per mile its charter provided. The exact details of the deal have never been revealed. Perhaps Plant got a controlling interest in the JT&KW along with other "valuable considerations." That's more than possible. As stated, Plant was a shrewd Connecticut Yankee.

Be that as it may, events moved rapidly after the deal was completed. On June 6, 1883, the Tampa town council revoked the charter given to the JT&KW and gave a similar one to the Plant Investment Company. On June 16, a crew of 168 track laborers came into town and began grading operations. More men quickly followed. Other crews started grading westward from Kissimmee. Orders were given for hundreds of thousands of cross-ties; workers in logging camps worked from dawn to dusk, and new mills were brought in to cut the timber. Construction men bought or leased every mule and ox within a hundred miles, and every vehicle in which earth could be moved. Farmers quickly sold every bit of produce they could grow; cattlemen reaped a harvest selling beef to the construction crews. Hillsborough County seethed with activity, and so did Tampa. Overnight it became a boom town.

On July 5, 1883, the town council leased the lower ends of Polk, Zack and Twiggs streets with all riparian rights to the railroad for \$30 a year for five years and gave it an option to renew the lease indefinitely at the same terms. The company purchased land needed for passenger and freight depots, paying "handsome prices," as the TAMPA TRIBUNE reported. A wharf was constructed at the foot of Polk Street. On August 1, two three-masted schooners and a brig brought in huge quantities of supplies and work of laying steel was started immediately. The long-dreamed-of railroad at last was becoming an actuality. Tampa gloated—and boomed some more.

During the early summer it appeared as though Tampa would soon get two railroads instead of merely one. A sabre-scarred Confederate general, John B. Gordon, came into town and said he had all the capital needed to finance a road from Jacksonville to Tampa and enough additional capital "in sight" to extend the road on to Key West. He called his road the International. In July he built a wharf at the foot of Whiting Street and thereafter for several months repeatedly announced that grading operations were to start soon. But after mid-summer nothing more was heard from the general—it was rumored that Plant had bought him off to eliminate competition.

Tampa's first railroad accident occurred August 21, 1883, when Lee Ferris, son of Josiah Ferris, fell off a "paddy car" on which he had thumbed a ride and was painfully bruised.

The first two locomotives for the South Florida arrived on a schooner September 1. Five days later, after being assembled, their boilers were fired. Early the next morning the town was awakened by repeated blasts of the engine whistles. Reported the TRIBUNE: "The echoes had hardly died away when from every street and alley, every doorway and window, and from the four winds came a mass of humanity to gaze at the monsters of the rails. It was an impromptu celebration such as Tampa had never seen before. Now everyone knew for sure that the city really had a railroad."

Plant came to Tampa for the first time on December 1, arriving at 8 p.m. Accompanied by James E. Ingraham, president of the South Florida, and Col. H. S. Haines, general construction superintendent, he had left Kissimmee at five o'clock that morning. Eighteen miles of the journey over the uncompleted portion of the line between Plant City and Auburndale had been made by horse and buggy. The party was royally entertained at the Orange Grove Hotel and on the following day was taken on a Tampa Bay excursion on the *Capt. Miller*, a new steamer of the Tampa Steamship Line.

Trains began pulling in and out of Tampa on Monday, December 10, 1883, when service was started to Plant City. The first train left Plant City at 8:30 a.m. and arrived in Tampa at 10 a.m.; left Tampa at 2 p.m. and arrived in Plant City at 3:30. Thereafter the train ran daily except on Sundays. H. H. "Hal" Scarlett was the conductor and M. W. Carruth baggage-master.

Plant City was founded in 1883 by J. T. Evers, owner of a general store, cedar mill and cotton gin at Shiloh, one mile north. The railroad passed Shiloh by so Evers purchased a large tract adjoining the tracks, had it platted and named the embryo city in honor of the railroad magnate. Evers moved his store to Plant City; other merchants soon followed and the town became an actuality.

The last rail on the tracks between Tampa and Kissimmee was laid Tuesday, January 22, 1884, at a point six miles east of Lakeland. The event was celebrated in a big way that night in the Orange Grove Hotel. Plant was not present but many other topflight railroad officials were, as well as almost every prominent man in Tampa. Many speeches were made and the festivities continued until almost daybreak. Committee members who had charge of the banquet included Judge James T. Magbee, Dr. Duff Post, Rev. T. A. Carruth, Henry L. Crane, John B. Spencer, Judge H. L. Mitchell, J. B. Wall, R. B. Thomas, John T. Lesley, Capt. John Miller, G. B. Sparkman, S. A. Jones, Harry L. Branch and John N. C. Stockton.

Completion of the South Florida's 72-mile line to Kissimmee, where it joined the old line running north, gave Tampa direct rail connections with Sanford. At Sanford, connections were made with the Peoples

Line of steamers, owned by the Plant System, which ran north to Palatka and Jacksonville.

The first through train from Tampa to Sanford left Tampa at 10 a.m. Thursday, January 24, but regular service between the two cities was not started until Wednesday, February 13. In the beginning, the 115-mile trip took six and one-half hours; later, the running time was reduced to four and one-half hours. No public celebration was held in Tampa when regular service started. There were no speeches, no band playing. The city accepted the event quite calmly. By that time it had become used to trains; they were no longer a novelty.

Completion of the road brought another telegraph line to Tampa, the South Florida Telegraph Company, and also gave the city its first express service, the Southern Express opening an office on February 6 in preparation for the inauguration of train service a week later.

A badly needed link in the transportation chain between Tampa and Jacksonville was completed March 4, 1884, when the JT&KW completed a road between Jacksonville and Palatka. That left only the section between Sanford and Palatka which had to be made by steamer. And this last steamer-link was eliminated February 26, 1886, when the JT&KW completed a road between those two cities on the right-of-way of its subsidiary, the Palatka & Indian River Railway.

Six months before this, however, Tampa got its first direct rail connections with the North. On August 20, 1885, the South Florida completed a track northward from Lakeland to Pemberton Ferry on the Withlacoochee where it tied in with the Florida Southern, thereby providing a direct rail route to Jacksonville via Ocala, Gainesville and Palatka. Regular passenger service between Tampa and Jacksonville was started September 13 and a fast mail train was put on ten days later, the run to Jacksonville being made in 12 hours and 25 minutes.

Gloated the OCALA BANNER: "How this railroad service kills time and space! Only a little while ago it took two days to go from Ocala to Tampa and four days to reach Jacksonville. Now we can speed over the route in a few hours in comfort. Because of the railroads, this entire country is being magically transformed."

The engineer on the first train to Pemberton Ferry was H. Curran. Ed Anderson was conductor and Fred DeVandt was baggage master. C. F. Tubbs was engineer and W. H. Weatherly conductor of the first freight train. At that time, conductors on the Sanford run were George Coleman and C. L. Mosby, the engineers were W. P. Clarke and Dan Bell, and the baggage masters were J. B. Early and P. M. Elder.

Wednesday, September 22, 1886, was a red-letter day in the history of Florida railroads. On that day the tracks of the line from Tampa to Sanford, as well as many other lines throughout the state, were changed from the 3-foot narrow gauge to the four-foot eight and one-half inches standard gauge, like those of the trunk lines going North. Work of

switching the rails was started at 3 a.m. and was rushed all day. The first standard gauge train arrived in Tampa from Sanford at 5:30 a.m. Thursday. At that time the Plant System extended to Charleston, S. C., where connections were made with the Atlantic Coast Line for northern points. Passengers were required to change trains at Charleston until January 10, 1888, when through service was started, the running time between Jersey City and Jacksonville being cut to 29 hours and 30 minutes. Modern railroad service for Florida dates from that day.

Years passed before the Plant System made large profits. But the officials were not perturbed. They did not expect that the revenue from the road would greatly exceed expenses. Their ace in the hole was the award of state-owned lands which the railroads in the Plant System received for completion of the lines. State records show that the Plant Investment Company on February 19, 1884, was deeded 95,329 acres. But that grant by no means was the full reward for the completion of the railroad from Jacksonville to Tampa. State records also show that the South Florida was granted 72,428 acres and the Jacksonville, Tampa & Key West 1,474,129. Plant and his associates controlled both these roads; hence, it is logical to assume that they ultimately got most of the lands. And that wasn't all the Plant group got. There are good reasons for believing that the Plant syndicate controlled the Florida Southern Railroad as early as 1884, and the Florida Southern received land grants totalling 2,655,482 acres.

Lands received by the railroads were sold throughout the nation, some to prospective Florida settlers but most to big speculators and large lumber companies. Many years of research would be required to learn how much money the railroads ultimately received from the land sales. Certainly, however, the returns were not picayunish.

The immense land grants in the early 1880s were made possible by the extrication of the state from a financial quagmire into which it had fallen. Back in 1850, that peerless schemer David Levy Yulee was a United States senator from Florida. He was a zealous advocate of the Swamp Land Act which gave to Florida all the swamp and overflowed lands within its borders. Title to the lands was turned over by the Federal government to the Florida Internal Improvement Fund.

With the help of friends, Yulee succeeded in persuading the Florida state legislature to pass an act guaranteeing aid from the IIF in constructing railroads he was promoting. One of these roads was to come to Tampa Bay. The state aid guaranteed was munificent. Not only did the state agree to give 3,840 acres of land for every mile of railroad built but it also guaranteed to pay interest payments on bonds issued by the railroads up to \$10,000 per mile. In other words, if the railroads went bankrupt, the State of Florida would be left holding the bag.

As soon as the governor signed the act, Yulee and his associates formed the Florida Railroad Company to build the line from Fernandina

to Tampa Bay. But the road never reached Tampa Bay. Yulee switched it to Cedar Keys where he had tremendous land holdings. Through his manipulation of railroad stocks, Yulee became wealthy but the railroads financed through his scheming never met operating expenses. By 1880, the IIF was hopelessly in debt. Outstanding bonds it was obligated to pay totalled \$699,600—and the IIF had no money. Moreover, all its lands were tied up in litigation. The courts finally decided that a million dollars would be needed to retire the bonds and pay accumulated interest. To get this money, the trustees of the IIF on February 28, 1881, agreed to sell Hamilton Disston, wealthy saw manufacturer of Philadelphia, four million acres of land at 25 cents an acre.

The Disston deal has been condemned and lauded ever since it was made. It undoubtedly had its bad effects. But it probably caused more good than harm. The million dollars cleaned up the IIF's indebtedness, freed the state-owned lands which had been tied up by the courts, and permitted the IIF to make land grants which led to the construction of hundreds of miles of vitally needed railroads. For instance, it made possible the promised land grants which spurred Henry Bradley Plant and his associates to build a railroad to Tampa. And certainly that railroad was worth everything it cost.

When completion of the road from Jacksonville to Tampa was assured, Plant proceeded to go a step farther in his ambitious plans for building a railroad-steamship empire. On January 7, 1886, he brought



Photo Courtesy of Burgert Bros.

Tampa was quite proud of this City Hall built in 1890 at a cost of \$10,000. It was located on the site of the present City Hall. It provided headquarters for the police and fire departments as well as city offices.

in the new 200-foot steamer *Mascotte* to establish a line between Tampa and Key West and Havana. The TRIBUNE described the *Mascotte* as "one of the most handsome and complete steamships of the sea, its appointments being in every respect really luxurious while in point of seaworthiness it is everything that the most expert mechanism could make it. Its staterooms are as dainty as boudoirs while its saloon is as exquisitely fitted up as any drawing room."

A tremendous ovation was given Plant when he arrived in Tampa Wednesday, March 31, 1886, with a party of Plant System officials. Crowds greeted him at the depot, the newly-organized Tampa Silver Cornet Band played lustily, and that night a big banquet was held at the opera house. Eulogizing speeches were made by Dr. John P. Wall, S. M. Sparkman, Rev. Thomas A. Carruth, and many others. It was a very wet affair. Reported the TRIBUNE: "Festivities continued until very late amid the popping of corks, the flowing of champagne, the recital of many excellent speeches and the rendition of excellent music. The whole affair was a grand tribute to the enterprise and farsightedness of Tampa's greatest benefactor."

Plant had indeed been a great benefactor to Tampa. Because of the railroad he brought in, Tampa had grown more during the preceding three years than it had during the entire sixty years following the establishment of Fort Brooke.

Tampa had become one of the nation's outstanding boom towns and into it poured men from every walk of life. The population had climbed from 722 in 1880 to 2,376 on December 1, 1885, and was still increasing every week. Hundreds of new homes and scores of new business buildings had been built. The increase in real estate values had been tremendous. Tracts close to the city which had gone begging at \$10 an acre, now sold for \$250 and more. Lots inside the corporation limits had soared to undreamed of peaks. Fortunes were made by big land owners.

Because of the boom, Tampa got its first bank, an affiliate of Ambler, Marvin & Stockton, of Jacksonville, the oldest bank in East Florida, organized in 1870. John L. Marvin, a member of the banking firm, arrived in Tampa Tuesday, September 18, 1883. He conferred with the town leaders and they told him a bank was sorely needed. They assured him that if a bank were opened, they would give it their hearty support. Impressed with the town's possibilities, Marvin leased a small building on the north side of Washington between Franklin and Tampa and then left.

On October 31, Marvin returned and with him was a young fellow whom he introduced as the bank's first cashier. He was T. C. Taliaferro. Work was started fixing up the bank's quarters. A week later a 7,000-pound safe was brought in on the *Lizzie Henderson*. It was hauled from the wharf on a log cart pulled by eight mules. The load was so heavy

that a wheel collapsed and the mules gave out. But the safe was finally delivered and a few days later the bank was opened. It was called the Bank of Tampa. The first day's deposits totalled \$5,636.

The infant institution prospered and two years later built a handsome new home on the southwest corner of Franklin and Washington—the first brick building in Tampa. It was completed February 13, 1886. On May 6, 1886, the bank received a national charter, one of the first in Florida, and the name was changed to the First National Bank of Tampa. John N. C. Stockton became president and T. C. Taliaferro cashier. Others on the board of directors were D. G. Ambler, John T. Lesley and James P. Taliaferro, brother of T. C.

During the winter of 1883-84, newcomers flocked into the town in such numbers that every hotel and rooming house was packed. To provide badly needed accommodations, three new hotels were constructed during the following summer—the H. B. Plant, the St. James and the Palmetto. All were built of wood and each contained about forty rooms. The H. B. Plant was located on the east side of Ashley between Lafayette and Madison. It was owned by Jerry T. Anderson, who opened it December 14, 1884. The St. James, located on the northeast corner of Franklin and Harrison, was built by Dr. H. M. Bruce. It boasted of having a billiard room and 405 feet of verandas. The Palmetto, which advertised that it was one of the largest and most commodious hotels in south Florida, was three stories high and had a five-story observatory. It was built by Judge N. G. Buff, of Terre Haute, Ind.

Tampa got its first opera house during the winter of 1883-84. Located next to the northwest corner of Franklin and Lafayette, it was two stories high, with stores on the ground floor and the opera house on the second. The owner was Harry L. Branch, son of Dr. Franklin Branch. The opera house was formally opened Friday, March 7, 1884, when Lambert & Richardson's Dramatic Troupe presented the uproarious comedy "Fate." "Our Boys" was given at the Saturday matinee and "Bachelors" Saturday night. Lambert & Richardson were followed by the Golden Dramatic Company. For years thereafter, Branch's Opera House was the only theatre in Tampa. It also served as a banquet hall and was used for dances and many other affairs.

Music for many of the events in the opera house was furnished by the Tampa Silver Cornet Band organized in April, 1885, by A. A. Kelso, a skilled musician. C. E. Parcell was president of the band, D. B. Givens, secretary; C. W. Ayres, treasurer, and Kelso leader and business manager. Other members were Fred Held, Charles Bailey, Adolph Stoy, Homer Hayden, Will Cline, Charles Scrutton, P. R. Held and Henry Kraus.

Another amusement place was opened in January, 1885. It was a roller skating rink, owned by the Parcell brothers, located on the southeast corner of Jackson and Morgan. The formal opening, held January

28, was attended by leading citizens of the town, "many of whom," said the *GUARDIAN*, "put on exhibitions to the delight of all those present."

The first industry established in Tampa because of the railroad was the fishing industry. Before the railroad came, Cedar Keys had a monopoly on the business. But as soon as the South Florida started operations, wholesale fish houses were opened in Tampa by John Savarese, O. J. Safford & Son and J. R. Elkington & Co. Each firm had a fleet of boats which went to all parts of the Tampa Bay region and brought in fish caught by commercial fishermen. At Tampa, they were iced and shipped away. By the end of the first year the companies were shipping 50,000 pounds of fish daily.

Ice for the fish companies was supplied first by companies in Orlando and Mayo, a small town north of Orlando. The first local ice factory was opened July 12, 1884, at the Government Spring near what is now Thirteenth Street and Second Avenue. The owner was H. A. Snodgrass who had formerly owned a store on Washington Street. Snodgrass had ordered a 10-ton ice machine in October, 1883, from McGuire & Cosgrove, of Pensacola, and expected to have his plant operating by the first of the year. But months passed before the machinery was shipped. As a result, the outside firms came in ahead of him and when he started operations, an ice war developed, the price being cut to less than a half-cent a pound. Unable to make money, Snodgrass soon moved his plant to Cedar Keys.

By the summer of 1885, the demand for ice was much greater than the out-of-town companies could supply and the newly-organized Board of Trade decided on July 15 to spend \$38 to advertise for a new plant in New York, Boston and Chicago papers. In the same ad the board also stated that a sardine canning factory was needed. The bid for a sardine plant brought no answers but the plea for an ice plant produced results. The ad was read by J. M. Long, of Newburgh, N. Y. He came to Tampa and said he would build a plant if the Board of Trade would guarantee the sale of five tons a day. The guarantee was made and Long returned early in 1886 and built a plant on the east side of the river near the present Cass Street bridge. Water was obtained from an 800-foot artesian well. The plant started operations May 7, 1886, and the ice was sold as fast as it could be manufactured. The Board, therefore, never had to bother about its guarantee.

The Board of Trade was organized Thursday night, May 7, 1885, at a meeting of the town's boosters in Branch's Opera House. Dr. John P. Wall was elected president; John T. Lesley, vice-president, and Thomas A. Carruth, secretary. Its first members included practically all the progressive citizens of Tampa. They were: E. P. Seclor, H. Herman, E. A. Clarke, C. L. Friebele, W. G. Ferris, George H. Packwood, W. A. Morrison, H. E. Cleaveland, D. S. Macfarlane, A. B. McKenzie, Lawson Chase, George T. Chamberlain, Dr. J. A. Giddens, Perry G.

Wall, Jr., H. L. Knight, S. A. Jones, A. J. Knight, I. S. Giddens, W. C. Brown, T. C. Taliaferro, J. H. Fessenden, F. A. Salomonson, Thomas A. Carruth, W. N. Conoley, C. L. Ayres, J. A. Campbell, S. B. Leonardi, J. D. Clarke, H. C. Macfarlane, A. S. Lenfestey, A. C. Wuerpel, H. W. Fuller, S. P. Hinckley, Thomas E. Jackson, T. K. Spencer, James McKay, Jr., J. W. Brannan, Fred Ferman, D. F. Hammond, H. J. Cooper, Dr. George B. Weedon, John T. Givens, Dr. H. R. Benjamin, John F. Browning, N. Dixon, W. J. Allen, J. H. Dorsey, Paul Jones, W. S. Hancock, John B. Spencer, J. T. Anderson, S. M. Sparkman, W. B. Henderson, W. A. Givens, William Hayes, Jr., F. J. LaPenotiere, J. M. Johnson, O. J. Andreu, M. Lovengreen, Dr. Duff Post, E. L. Lesley, S. L. Biglow, G. B. Sparkman, James T. Magbee and J. E. Mitchell.

Unquestionably the most important achievement of the Board of Trade was the part it played in bringing the cigar industry to Tampa.

Cigar Makers Come into Tampa

Guavas, labor troubles, seasickness, the South Florida Railroad and the Board of Trade all had something to do with making Tampa the leading cigar manufacturing city of the world.

Gavino Gutierrez, an importer of New York City, had dealings with a concern which made guava paste and jelly. The owner of this concern told Gutierrez he had been informed that guava trees grew wild in great numbers in the Tampa Bay region and he expressed the belief that it might be a fine place to locate a guava plant. He asked Gutierrez to stop at Tampa the next time he went to Key West—which he often did—and investigate.

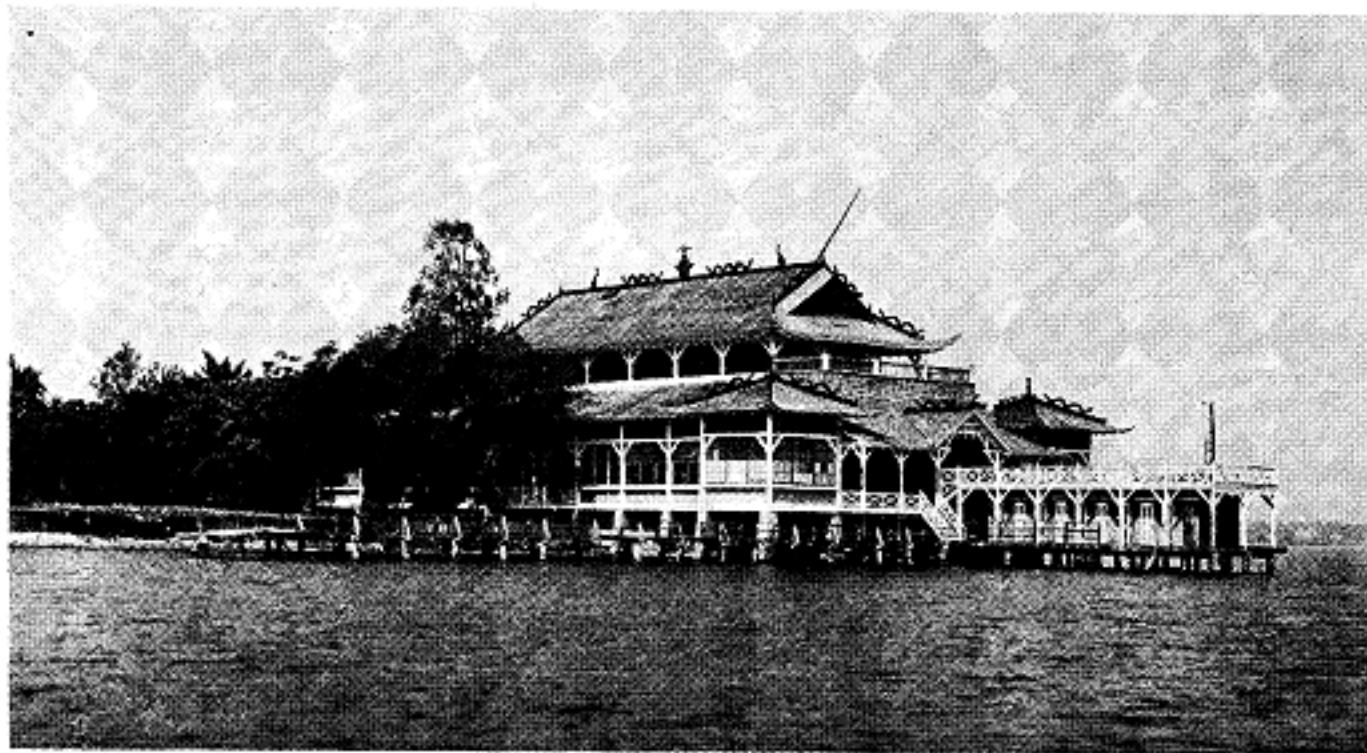


Photo Courtesy of Burgert Bros.

Many romances of bygone year had their beginning at this pavilion at Ballast Point where young couples danced—and looked at the moonlight on the bay.

Complying with his friend's request, Gutierrez came to Tampa early in June, 1885. He was unable to find the countless guava trees reported but he did find a town which he liked immensely. He decided that Tampa was a wonderful place in which to live, work and enjoy life.

Proceeding to Key West, Gutierrez lauded Tampa to a number of cigar manufacturers he knew, including Vicente Martinez Ybor, who was from his own native province in Spain; Ybor's partner, Edward Manrara, and Serafin Sanchez, of the firm of Sanchez & Haya, of New York City. When he learned that the officials of both firms were considering moving their plants to new locations, he lauded Tampa even more, declaring that its climate was ideal for cigar manufacturing, equal in every way to that of Key West and Havana.

The cigar men listened attentively. Ybor had been planning to leave Key West because of constantly recurring labor strife in that city. Manrara wanted to leave because he got seasick going back and forth to New York on business trips. Sanchez had been considering moving his plant from New York because he had found climatic conditions there unsatisfactory for making good Havana cigars. All the men had received good offers from Galveston, Mobile and Pensacola but they told Gutierrez they would move to Tampa if they found it to be as he represented. They promised they would go to Tampa and look it over.

The men were true to their word. Sanchez came to Tampa on July 14 and met with members of the Board of Trade. They promised their cooperation. Reported the TRIBUNE: "The benefits that would inure to Tampa from the establishment of such an industry cannot be too deeply impressed upon our citizens. The firm of Sanchez & Haya employs 125 cigar makers and can give employment to any number of little boys and girls as strippers."

Sanchez then went on to New York. Arriving there, he wrote to his friend Ybor, telling him that Tampa seemed to be ideally located for cigar manufacturing. He suggested that Ybor go to Tampa and see what arrangements could be made about getting land.

Ybor arrived in Tampa in late September, was favorably impressed with the city, and began looking around for the land required for factory sites and homes for workers. He finally located a tract he liked, forty acres northeast of town owned by John T. Lesley. The sale price was \$9,000. That was \$4,000 more than he was willing to pay. On October 5 he met with members of the Board of Trade and told them that if the organization would pledge payment of the \$4,000, he would bring his plant to Tampa and the firm of Sanchez & Haya would come too. Otherwise, he said, the plants would have to go elsewhere. Determined to get the cigar industry for Tampa, the board members then voted to guarantee Ybor the \$4,000 he needed and W. C. Brown, A. J. Knight and W. B. Henderson were appointed to serve on a committee to raise the money. More than a year passed before all the money was

obtained. A final settlement was made with Ybor just before Christmas, 1886.

Without waiting to get the \$4,000, Ybor purchased the 40-acre tract from Lesley and 30 acres adjoining from S. P. Haddon. A town named Ybor City was platted and work of opening the streets was started, the first tree being felled October 8, 1885. A contract for erecting a two-story factory and fifty workmen's homes was awarded by Ybor October 31 to C. E. Parcell. Enough land for a factory site was given by Ybor to Sanchez & Haya and Ignacio Haya came to Tampa to supervise operations. The Ybor plant was built on Seventh Avenue between 12th and 13th streets and Sanchez & Haya's on Seventh at 15th.

Both cigar plants were completed early in 1886. Cigar makers were brought in from Key West, Havana and New York. The owners planned to open at the same time but labor trouble prevented. All the cigar makers were Cuban except one Spaniard Ybor brought in from New York. The Cubans refused to work with him and the opening of the Ybor plant was delayed. So Sanchez & Haya opened first and had the honor of becoming Factory No. 1. The first clear Havana cigars were made Monday, April 26, 1886. Ybor opened soon afterward, the Spaniard being dismissed and the Cubans satisfied.

During 1886, a 40-room hotel was built in Ybor City and many stores, restaurants and other commercial establishments were opened, all by Latin Americans. More than 200 homes were constructed. Shade trees were planted on both sides of the main streets and wooden sidewalks were laid. Most of the dwellings were enclosed by picket fences. The Ybor company bought more than a thousand acres to the east of its plant and enlarged the town limits. The original two-story frame building used by Ybor was soon replaced by a brick building three stories high in which six hundred persons were employed. Ybor City grew and prospered.

The first strike in a Tampa cigar factory occurred January 17, 1887, when the Knights of Labor called out their members in the Ybor plant during a dispute over wage rates. Two days later five men were shot, one fatally, in a fight between loyal workers and strikers in an Ybor City billiard room. The man who died was Manuel F. Martinez. The strike ended February 12 when Foreman Santos Benitez and 75 strikers left town—at the request of Tampa authorities.

The third cigar plant to locate in Ybor City was that of Lozano, Pendas & Co., of New York, which built a factory in November, 1886. It was followed on July 22, 1887, by Emilio Pons & Co., founded locally. By that time the industry was well established in Tampa's Ybor City and the future of the entire community looked bright indeed.

Tampa now had a "skyscraper" to brag about. It was a fine, three-story hotel on the northeast corner of Franklin and Washington. It was the first three-story brick building in town. The owner was Dr.

Howell T. Lykes, a wealthy physician and cattleman of Brooksville. The hotel, completed October 29, 1886, was given his wife's name, Almeria. For years, the Almeria was one of Tampa's leading hotels.

Tampa's prospects looked so promising early in 1887 that the people decided to have the town incorporated as a city so that vitally needed public improvements could be obtained. An enabling act was passed by the State Legislature in April and the first city election was held July 15. In a hotly contested race, G. B. Sparkman was elected mayor, defeating H. C. Ferris 283 to 269. Others elected were: J. Lamont Bailey, clerk and treasurer; W. T. Haskins, Jr., marshal; J. C. Robbins, assessor, and A. M. Fleming, collector. Councilmen elected were: W. A. Honaker, I. S. Giddens, W. B. Henderson, J. A. Walker, S. L. Biglow, C. E. Harrison, C. A. M. Ybor, C. N. Brigham, J. E. Mitchell, H. L. Knight and F. W. Myers. The first city officials took office July 17. A new city seal, picturing the steamer *Mascotte*, was adopted soon afterward.

One of the first acts of the new city government was the passage of an ordinance on September 6 dividing the city into four wards. The old town of Tampa became the First Ward, North Tampa the Second Ward, West Tampa the Third Ward, and Ybor City Fourth Ward. Ybor City agreed to enter the city on the strength of promises that Tampa soon would get a water system, an organized fire department, electric lights and paved streets.

But action on these improvements was delayed by one of the worst calamities which ever befell the city.

Yellow Fever Strikes Again

Tampa lived in dread of yellow fever during the years following the epidemic of 1871 but the disease did not recur for fifteen years, largely because of Dr. John P. Wall's rigid quarantine regulations.

No one knew, of course, how the disease was communicated from one person to another. One theory was that the germs passed through the ground, traveling two miles a day. Another theory, the most common, was that the disease was spread by deadly miasmatic vapors from swamps and marshes. These vapors were most prevalent at night; hence, it was considered most dangerous for any one to remain outdoors after darkness fell.

Lack of knowledge regarding the disease caused it to be all the more feared. Consequently, the town was greatly alarmed September 22, 1887, when the news spread that an importer of Cuban fruits, Charles Turk, had just died of yellow fever. The alarm increased five days later when Mrs. Sarah C. Linto died. On October 3 the disease claimed another victim, George Osman, and the alarm turned to terror. Two days later, A. B. McKenzie and P. E. Sprinkle died, and the disease was declared to be epidemic by Dr. L. W. Weedon, then health officer.

The city was panic stricken. Hundreds fled to the country, many in such haste that they left lights burning in their homes, meals on the tables, and their doors unlocked. Among those who fled was Editor G. M. Mathes of the TAMPA TRIBUNE. A young printer-reporter was left in charge of the paper—he continued to publish it daily, aided only by two Negroes who furnished the motive power for the press. Several days later he wrote: "Our city is desolate and distressfully quiet. Nearly all the business houses are closed and only a handful of our business men remain." Tar barrels were placed at each street corner and lighted in the hope that the penetrating smoke would kill the deadly germs. But it did not. The disease continued to spread. Hundreds were stricken.

A Citizens Relief Committee was appointed October 11 to aid the sick and destitute. T. W. Givens was named chairman; Lamont Bailey, secretary; Perry G. Wall, treasurer, and A. J. Harris, commissary chief. Givens' son was stricken a few days later and the chairmanship was assumed by Hugh C. Macfarlane. Perry G. Wall, II, and A. J. Harris were placed in charge of the First Ward; William Cline and Rev. Sidney Crawford, Second Ward; Capt. D. S. McKay and J. C. Papy, Third Ward, and Odet Grillion and M. Rodrigo, Fourth Ward. The need for



Photo Courtesy of Burgert Bros.

The Tampa Bay Hotel as seen from under the over hanging branches of the beautiful De Soto Oak where according to legend—but only legend—Hernando De Soto made a treaty with the Indians.

doctors and nurses was so great that a call for help was sent out. Scores responded.

Not until cold weather came, weeks later, did the epidemic abate. The TRIBUNE reported 74 deaths up to December 1. At least five occurred thereafter, making the total death toll at least 79. No one knows how many became ill from the disease. The papers estimated about 750. The last death occurred January 11, 1888, when L. A. Mackey died.

The epidemic dealt Tampa a crushing blow. Work had stopped completely in the cigar factories and was not resumed on a full schedule for weeks. Mercantile houses had suffered heavily through loss of business. The hotels stood empty—winter visitors had no desire to come to such a "plague-ridden place."

But at the very time when Tampa was most disheartened, two announcements were made by Henry Bradley Plant which helped immeasurably to restore confidence. He said he expected to spend "a million dollars or more" in developing Port Tampa, on Old Tampa Bay, nine miles away. He also announced that he intended to finance the construction of a splendid hotel at Tampa.

Tampa people would have much preferred, of course, to have had Plant's port development close at hand, in the Hillsborough River. Almost everyone realized, however, that a Hillsborough project was then impractical. U. S. Army engineers had reported two years before that the cost of dredging a big-ship channel in Hillsborough Bay to the mouth of the river would be "excessively high in view of the amount of water-borne commerce foreseeable." The engineers recommended that most of the harbor appropriation money should be spent at Old Tampa Bay where there was a natural deep water channel close to shore.

Plant had purchased a right-of-way to Port Tampa soon after the engineers made their report, a railroad bridge had been built across the Hillsborough at Cass Street by Capt. John A. McKay, and track laying had been started in the fall of 1887. The Port Tampa extension was completed February 5, 1888, and Plant at once launched the "million dollar" project he had promised. An immense wharf, nearly a mile long, was started and warehouses were constructed. Port Tampa Inn, a novel hotel extending over the water, was built. An amusement resort, called Picnic Island, was developed just south of the docks. It was opened with a barbecue and yacht races July 4, 1888, with Col. S. G. Harvey in charge. Picnic Island served as Tampa's favorite amusement park for years, excursions being run there on the railroad.

The Plant Steamship Company's steamers *Mascotte* and *Olivette* began docking at Port Tampa in June, 1888. Prior to that time they had to anchor in Hillsborough Bay, cargoes and passengers being carried to and from the ships on smaller steamers. The *Olivette* was a 250-foot ship built under the supervision of Capt. James McKay, Jr., in Phila-

delphia and launched February 16, 1887. Captain McKay brought the vessel in April 29, 1887, and thereafter served as her master. Incidentally, the *Olivette* and the *Mascotte* were reportedly named by Plant after operas he liked.

Plant's promise to build a fine hotel was made subject to two conditions: extension of Lafayette Street a half mile west of the river and construction of a bridge over the river at that point. The city acquired the necessary land for the street early in 1888 and dedicated it as a thoroughfare. A contract for the bridge, which had been sought for many years, was awarded by the city May 24, 1888, to the King Bridge Company at a contract price of \$13,800. On June 7 the county commissioners agreed to pay one third of the cost. To hasten construction work, the Plant Investment Company guaranteed payments. The bridge was completed November 28. At long last, the people of Tampa could cross the river without taking a ferry.

The west side boomed after the opening of the bridge. The boom had been a long time coming. Settlers had located west of the river as early as 1838 when tracts were pre-empted there by two sons-in-law of Levi Collar: W. T. Haskins, who married Jeanette Collar, and Robert Jackson, who married Nancy Collar. The Haskins family did not like being inconvenienced by having to cross the river and went back to the east side. The Jackson family remained.

Another very old west sider was Joseph Moore who came to Tampa in 1842 and located near the Jacksons. The first known settler in what is now the Palma Ceia area was William Samuel Spencer who located there in 1846. The first settler on the west side north of the present Lafayette Street was Jesse J. Hayden, of North Carolina, who moved there in 1866. Hayden's son, Peter, owned a store and livery stable on the east side and the father established a ferry so his son could commute back and forth. The ferry was also used by the general public.

Hyde Park had its inception early in 1886. On February 13 of that year O. H. Platt, of Hyde Park, Ill., purchased twenty acres of the original Jackson estate and subdivided it, naming it after his home town. The lots were a quarter acre in size and the first street opened, Hyde Park Avenue, was 80 feet wide. The subdivision was opened March 3 and the first day's sales totalled \$2,225. One of the first lot purchasers was Judge Joseph B. Wall who said a few days later that he had had a chance to resell his lot and make a \$300 profit. The sale of lots was handled by the real estate firm of Salomonson & Fassenden.

Despite the auspicious beginning of Hyde Park, the section languished until after Plant definitely promised to build his hotel. The site he chose was a 60-acre tract he had purchased in 1886 from Hayden and Mrs. Donald S. McKay, Hayden's daughter, for \$40,000.

The cornerstone of Plant's hotel, called the Tampa Bay Hotel, was laid with great pomp and ceremony Thursday, July 26, 1888, by Mayor

Herman Glogowski. A public holiday was declared and all the stores closed. Almost everyone in town crossed the river to witness the big event. S. M. Sparkman was master of ceremonies. Speeches were made by Hugh C. Macfarlane, Joseph B. Wall, and Dr. H. R. Benjamin. Music was furnished by the Tampa Silver Cornet Band.

There is little doubt but that when Plant planned the Tampa Bay Hotel he hoped to out-do his business associate Henry Flagler, Standard Oil baron, who had started building a railroad empire of his own on the East Coast and had just finished the \$2,000,000 Ponce de Leon Hotel at St. Augustine. The two men were close friends and there were persistent rumors that they had made a deal to split Florida between them, Flagler to take the East Coast and Plant the West, and that neither would build railroads in the other's territory. Be that as it may, they still were rivals and each tried to outshine the other. Plant instructed his architect, J. A. Wood, of New York, to make the Tampa Bay truly magnificent, and Wood followed orders.

The hotel Wood created was indeed unique—a dark, red castle of Moorish architecture with all the size and splendor of the Alhambra in Granada; a tremendous building, five stories high, containing nearly 500 rooms, and covering six acres. Its porches were almost as wide and as long as city streets. Mosque-like curves topped its countless windows, and Moorish arches supported the balconies. Over it towered silvery domes and minarets and atop each minaret, thirteen in number, shone a crescent moon, one crescent for each month in the Moslem year.

To erect the building, hundreds of skilled craftsmen were brought into Tampa—bricklayers, carpenters, painters, plasterers, electricians and plumbers. Weekly payrolls ran into the thousands. Practically all the money was spent in Tampa for the essentials of life—and more than a few luxuries. Merchants prospered, and so did the entire community. The great construction project was a Godsend during the bleak summer of 1888 when nearly all Florida was prostrated by the terrible yellow fever epidemic in Jacksonville, far worse than Tampa had suffered the year before. Not one case was reported in Tampa, probably because of rigidly enforced quarantine regulations. The authorities went so far as to fumigate every carload of building materials which came into town.

As the months passed, and the building grew and grew, Tampa people watched from across the river almost with awe. This was something more majestic than they had ever dreamed of having; it seemed to be a constantly growing symbol of glorious days to come.

Following positive orders from Plant, Architect Wood went to great lengths to make the building strong and fireproof. All the floors and ceilings were made of concrete reinforced with countless tons of steel rails salvaged when the South Florida changed its tracks to standard gauge, and also with huge quantities of marine cable brought from Key

West. Except for the porches and furnishings, there was hardly a thing in the building which would burn.

The building proper was completed early in 1890 but the opening was long delayed while Mrs. Plant combed the art centers of Europe and the Orient for rich furniture of ebony and gold, velvets, tapestries, carpets, gorgeous vases of porcelain, massive statues of bronze and stone, oil paintings done by masters, one-time prized possessions of the crowned heads of nations. More than a million dollars was spent for furnishings. The treasures came into Tampa by the shipload.

Believing that golf might some day become a popular pastime, Plant induced the leading citizen of Sarasota, John Hamilton Gillespie, golf addict from Scotland, to come up and lay out a course for him, west of the hotel grounds. Plant also built a race track, the first in town.

Finally, in January, 1891, invitations were sent out by Plant to friends throughout the world to attend an opening ball at the Tampa Bay Hotel on February 5. One invitation was sent to Flagler. He wired back: "Where is Tampa Bay?" Plant tersely replied: "Follow the crowd." And the crowd came—celebrities from everywhere. Velvet-cushioned trains brought them to the very doors of the hotel, a spur track having been laid from the main line. The hotel was aglow with lights and the minarets beamed like beacons. In the dining room, the choicest foods were served and a New York orchestra played sweet music. Champagne flowed like water. All night long the guests made merry in the ballroom. The affair was infinitely more spectacular than any Tampa had ever seen before and in all probability would ever see again.

World famous men and women continued coming to the Tampa Bay all through the season—4,367 guests were entertained before the hotel closed in April. The visitors carried the name of Tampa throughout the land. The Indian trading post of other days was becoming famous.

Henry Bradley Plant, the one-time captain's boy with a sensitive nose, had put Tampa on the map.



CHAPTER VIII

MODERN TAMPA IS BORN

HENRY BRADLEY PLANT certainly was not a magician. But even if he had been, and had possessed a magic wand, he could hardly have wrought a greater transformation in Hillsborough County and Tampa than was wrought because of him in the years following 1883.

Before the Connecticut Yankee came to central Florida, the Tampa Bay region was hopelessly handicapped by the lack of adequate transportation facilities. Fifteen to twenty days, for instance, were required to send shipments of oranges to northern markets, and by the time the oranges got there, half were rotted. Moreover, transportation charges were so high they often exceeded the selling price and growers netted nothing. As a result, half the annual orange crop usually was left unharvested. And the growing of fresh vegetables for northern markets was of course impractical.

Completion of the South Florida Railroad gave new life and hope to the entire region. The citrus industry boomed and so did truck farming. New settlers located in every part of the county and its population soared from 5,814 in 1880 to 14,941 in 1890. Hillsborough became one of the most prosperous counties in the state.

The effect of the railroad upon Tampa was metamorphic. The sleepy little village of 1880 was transformed into a bustling boom town. During the decade from 1880 to 1890 it grew faster than any other city in Florida ever grew before or has ever grown since. Its population leaped from 720 to 5,532, an increase of 668.3 per cent.

During the fabulous eighties, Tampa got its first street railway, its first water works, its first organized fire department, its first paved streets, its first sewers and its first electric lights.

The street railway was the brainchild of J. E. Mitchell, a dynamic promoter who came to Tampa in 1883. He conceived the idea of establishing a line which would meander through the northern part of town and terminate at Murphey's Pond where he was promoting a subdivision. His plan was approved by some of the leading citizens and the Tampa Street Railway Company was incorporated February 12, 1885, by W. B. Henderson, Joseph B. Wall, Edward A. Clarke, John T. Lesley, S. M. Sparkman, W. C. Brown and S. A. Jones.

A bright and shiny, woodburning, narrow-gauge locomotive and many tons of rails were brought in but then the project halted. Backers of the company became hesitant and delayed in advancing more money. The street railway might have died a'born had it not been for Vicente Martinez Ybor and Edward Manrara, developers of Ybor City. They

needed a railway to connect their infant town with Tampa proper so on November 14, 1885, they bought controlling interest in the company and made Mitchell president. A contract for laying tracks was awarded to C. E. Parcell.

The street railway line was completed early in April, 1886. Starting at Hillsborough Street and Franklin Avenue, it ran east to Florida, north on Florida to Constance, east on Constance to Central, north on Central to Sixth Avenue, and east on Sixth to Ybor City. The first trip over the line was made April 8 and the journey took eight minutes. The engineer of the locomotive, named Jennie, was Fred Burton who had formerly been with the Union Pacific. The first passenger cars were made in Tampa by J. H. Krause.

After the railway started operations the TAMPA TRIBUNE gloated: "Tampa can now take its place among the most progressive cities of America. Only one other city in Florida, Jacksonville, can boast of a street railway and ours is undoubtedly superior to theirs."

During the following winter, the railway was extended down Franklin to Washington, and east on Washington to Monroe, thereby serving the main business section.

Of even more importance than the street railway, Tampa got its first waterworks before the 1880s ended. For more than sixty years,

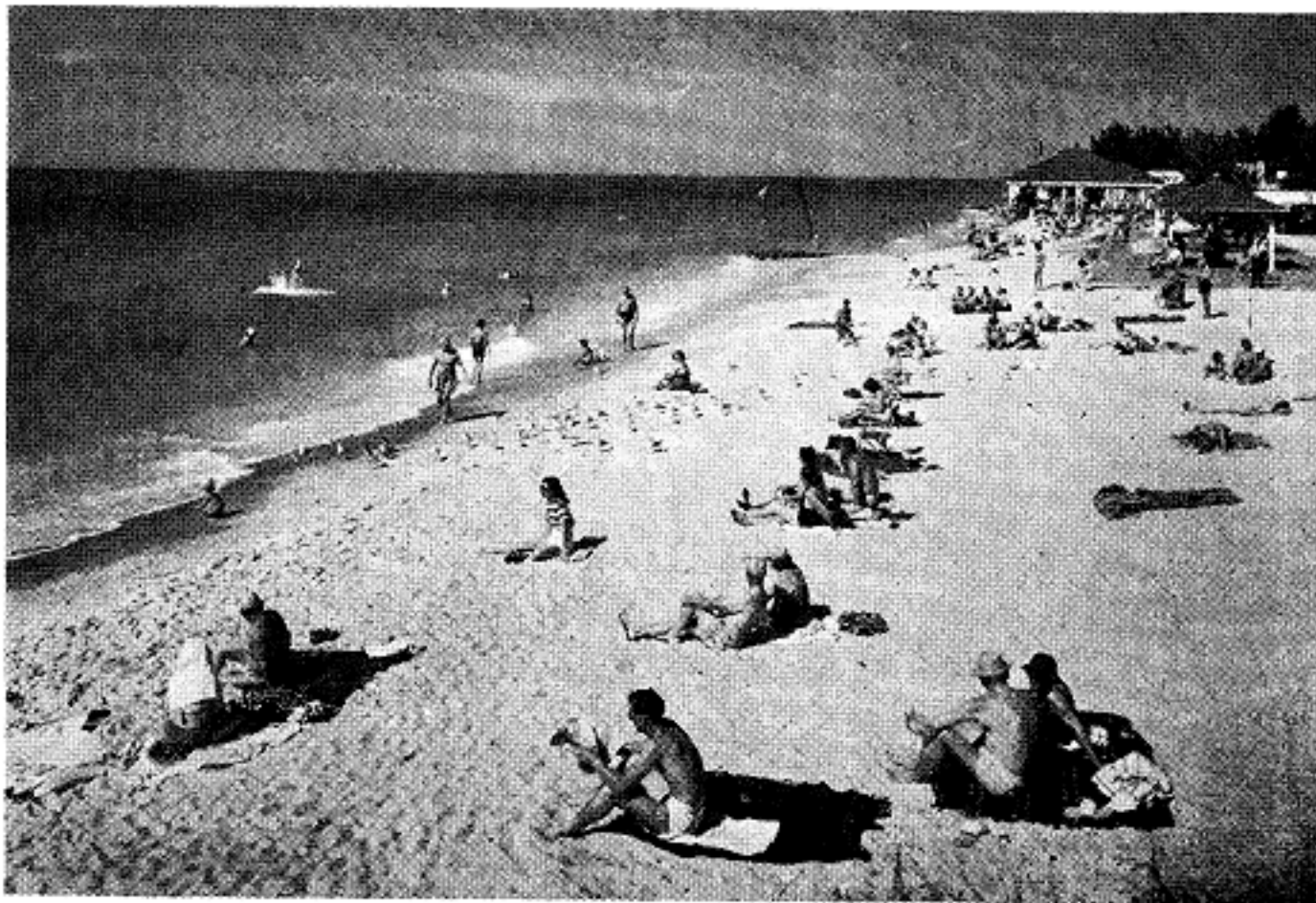


Photo by Burgert Bros.

Scores of miles of the finest bathing beaches in the world, on the beautiful Gulf of Mexico, are within an hour's drive of the heart of Tampa. This photograph was taken at Clearwater Beach.

the people had depended upon rain barrels, cisterns and shallow wells. Troops at Fort Brooke had gotten their drinking water at Government Spring, near what is now Thirteenth Street and Second Avenue. Incidentally, the first road in south Florida was constructed from the fort to the spring so water could be taken to the garrison in barrels on mule-drawn wagons.

During the winter of 1884-85, a series of disastrous fires convinced everyone that a dependable water supply was essential and on July 28, 1885, the council awarded a franchise to the Holly Manufacturing Company, of Lockport, N. Y. The company agreed to provide enough water for a town of 10,000 and install fifty fire hydrants without charge. Water rates were fixed at \$8 a year for homes and from \$15 to \$50 a year for business places.

After getting the contract, the Holly officials lost their enthusiasm. Making a house-to-house check to learn how many families would take the "city water," they learned they could not expect to get a gross revenue of more than \$4,000 a year. That was not enough to pay operating expenses, to say nothing of giving a return on the initial investment, so the concern understandably proceeded to forget the franchise.

Repeated attempts were made to interest other companies but all failed because Tampa, then incorporated as a town, could not obligate itself to pay for water hydrants. That obstacle was removed July 15, 1887, when Tampa was incorporated as a city. On September 13 the new city council awarded a franchise to the Jeter-Boardman Waterworks Company and agreed to pay \$4,500 a year for 110 hydrants.

Preparations for drilling artesian wells were starting late in the summer when Tampa was stricken by the yellow fever epidemic. All work was stopped and it was not resumed until early summer of 1888. Then Jacksonville was hit by yellow fever and northern capitalists began to shun Florida investments. The Jeter-Boardman company had trouble getting money and months passed before it could proceed. Finally, however, two 1300-foot artesian wells were drilled at Sixth Street and Jefferson Avenue, a 110,000-gallon stand pipe was constructed, and a pumping station was completed. Water was turned on April 20, 1889. Now, for the first time, Tampa people got water merely by turning on a faucet.

Completion of the water system made possible an effective fire fighting organization. Prior to that time Tampa's firemen had been seriously handicapped by lack of an adequate water supply.

The first fire fighting group formed in the town was the Tampa Hook & Ladder Company No. 1, organized June 2, 1884, with W. B. Henderson as foreman, Fred Herman, assistant foreman, and C. P. Wandell, treasurer. Other members were P. F. Smith, Dr. Duff Post, Ed Morris, J. C. Cole, E. L. Lesley, Phil Collins, S. P. Hayden, Frank

Ghira, H. L. Knight, A. J. Knight, C. L. Ayres, S. B. Crosby and A. P. Brockway.

The only equipment these firemen had consisted of twenty buckets, two scaling ladders and some axes. Needless to say, more than a little difficulty was encountered in battling serious conflagrations. This was clearly shown May 8, 1886, when all the buildings except the First National Bank were wiped out in the block bounded by Franklin, Whiting, Tampa and Washington. Included among the structures destroyed were two buildings owned by W. P. Henderson, a new store of Friebele & Boaz, the Baldwin House, the furniture store of A. Glass & Bros., and the warehouse of Miller & Henderson. The loss was estimated at \$30,000.

Immediately after this fire the town council decided it might be wise to invest in a fire engine so a \$600 "hand pumper" was ordered. It came July 30 along with 350 feet of two-inch hose and a hose reel. Almost everyone in town turned out the next day to see the engine tested. The hose was run down to the river and six of the strongest firemen began laboring on the pumps. The results were splendid—a stream of water was thrown clear over the top of John T. Lesley's two-story building at Franklin and Washington.

To make effective use of the new equipment, the Tampa Fire Company was organized August 30, 1886, with A. C. Wuerpel as president, Robert Mugge as secretary, and Herman Glogowski as treasurer. Other members were G. B. Sparkman, Odet Grillon, H. Heargeist, C. Pinkert, John R. Jones, Leon Dartize, Charles G. Lundgren, J. O. Nelson, Vinsente deLeo, and Ernest Geistenberger. These men, and the members of the Hook & Ladder Company, served without pay.

During the next two years the firemen did the best they could with the hand pump engine. It served fairly well when the fire was near the river but was useless, of course, if no adequate water supply was close at hand. Many buildings burned to the ground which could have been saved if water had been available. Everyone rejoiced, therefore, when the waterworks company announced that water soon would be turned into the mains.

Funds were raised to buy 3,000 feet of hose and seven hand hose carts which were stationed in various parts of town and manned by newly-organized volunteer companies, the Alert, Resolute, Vigilant, Relief, Humanity, Myrtle and Phoenix. On May 18, 1889, A. J. Harris was appointed chief and competitive fire drills were held regularly. An electrical fire alarm system was installed December 9, fifteen street boxes and four bells being placed in various parts of town. Now Tampa felt quite safe.

With a street railway, a waterworks and a revitalized fire organization, Tampa began taking on city airs in 1889. But it still had its sandy,

weed-grown streets and Tampa people finally decided something must be done about them. The town also had its outdoor privies and they too were frowned upon. So when the electors were called upon Tuesday, April 23, 1889, to pass on the city's first bond issue they enthusiastically approved it 489 to 13. It provided \$65,000 for sewers and \$35,000 for streets.

Soon after the bonds were sold sewers were laid in the business section and in a few residential streets. The trunk lines emptied into the river. No one worried much about the water becoming contaminated.

A long argument followed regarding the type of "paving" to be used on the streets. Many contended that shell would be good enough—shell taken from the ancient Indian mounds which still dotted the countryside. Others insisted that Tampa deserved something better than shell, that crushed stone should be used. Still others wanted cypress blocks—and cypress blocks won out. A contract for paving Franklin from Whiting to Twiggs was awarded May 22, 1890, to Matthew Hays and his son, George A. Hays, who agreed to put down the blocks for \$1.10 a square yard. They put up a small mill on Whiting Street but had to wait until fall to start cutting blocks, the rainy season having started, causing the cypress logs to become too filled with sap.

Work of paving Franklin was finally started in January and the pavement was finished the following April. It seemed to be ideal—and the city rejoiced. But when the rainy season came again, the rejoicing turned to sorrow. The cypress blocks swelled and started popping up. Repairs had to be made constantly. As a result, crushed stone and stone blocks were used on Lafayette and shell on the other streets in the business district.

While work of paving was going on, the city went a step farther and ordered wooden sidewalks laid in all parts of "old Tampa," the city to pay one-third of the cost and the property owners two-thirds. Declared the TRIBUNE: "Soon no one will have cause, as heretofore, to curse Tampa sand. Council should have taken this action long ago but 'it is better late than never'."

The honor of bringing the first electric lights to Tampa went to the Tampa Electric Company, organized January 29, 1887, by John T. Lesley, W. N. Conoley, R. A. Jackson, William Sutliff and L. S. Dawes. A small Westinghouse generator was brought in and two arc lights were put up, one at Washington and Franklin and the other in front of the "Dry Goods Palace," opened the year before by Abe Maas. The current was turned on the first time Monday night, April 25, 1887. People came from all parts of town to see the sight. Commented the TAMPA JOURNAL: "The amazed throng could hardly believe that the Stygian darkness could be dispelled so miraculously by current coming through a wire."

Unfortunately, the arc lights were not an unqualified success. The light they provided was dazzlingly brilliant but they sputtered, and crackled and hissed, and went out with discouraging frequency. Despite all this, the city was so impressed that on September 13, 1887, the city council awarded the company a ten-year contract for street lights, the company to provide twelve arcs at 60 cents a night each. To obtain money needed to buy more powerful generators, the company was reorganized and its name changed to the Tampa Electric Light & Power Company. Solon B. Turman became president, Douglas F. Conoley vice-president, and W. N. Conoley secretary and treasurer.

But then came the yellow fever epidemic and the electric light system was not installed until May, 1888. A power plant was then built at the corner of Tampa and Cass, poles were erected and arc lights were put up at the principal street intersections in Tampa and Ybor City. Jack and Ed Ahern were in charge of operations.

**Photo
not
available**

The infant corporation had plenty of troubles—financial and mechanical. Few persons wanted to have their homes or offices wired for electric lights—they were too dangerous and too uncertain. Good old oil lights were safer and more dependable. The company's revenues were far below expectations and, to make matters worse, the generator was constantly breaking down. The local backers of the company finally gave up the fight in March, 1890, and sold out to a syndicate of Easterners headed by J. R. Ritter, of Philadelphia, who formed the Florida Electric Company, incorporated at \$50,000. The attorneys for the new company were Hugh C. Macfarlane and N. B. K. Pettingill.

Despite the fact that the old company had lost money, the city insisted that the 60-cent-a-night rate for arc lights was too high and a long rate fight ensued. Finally, on December 8, 1890, the company signed a three-year contract to provide twelve arcs of 2,000 candlepower at \$11 a month each and 193 32-candlepower incandescents at \$2 a month.

In January, 1891, Tampa finally got its long-hoped-for telephone system. For six years the Southern Bell Telephone & Telegraph Company had tried to get enough subscribers in Tampa to open an exchange. It did not succeed until the early winter of 1890. An exchange was established in the Jackson Building with J. S. Rowe and I. S. Usty in charge. Phones were installed in November and December, and the exchange was formally opened January 15, 1891. But the phones hissed and hummed so badly that conversation over them was nearly impossible and the subscribers complained bitterly. Many years passed before Tampa got good telephone service.

Another Railroad Comes to Tampa

Thirty years behind schedule, the Florida Railroad came to Tampa in 1890. Or, to be more exact, the Florida Railroad's great-great-great grandchild came to Tampa, the Florida Central & Peninsular.

A plaything of David Levy Yulee and other railroad stock manipulators, the Florida Railroad had been reorganized time and again and had successively borne the names of Atlantic, Gulf & West Indies Transit Co., the Florida Transit Railroad, the Florida Transit & Peninsular, the Florida Railway & Navigation Co., and finally, on May 1, 1889, after it had been sold under foreclosure, the Florida Central & Peninsular. H. R. Duval, of Jacksonville, who had been receiver for the road, became the FC&P president.

At that time, the railroad undoubtedly was one of the most dilapidated in the country. It owned 509 miles of track but they were generally referred to as "great streaks of rust." Its locomotives were so decrepit that they seldom succeeded in bringing the wobbling trains to their destination without breaking down somewhere along the road. Hence, the popular nickname of the road, "Friends, Come and Push."

The Florida Railroad's charter provided, as has been stated before, that it should be built from Fernandina to Tampa Bay. But its chief promoter, David Levy Yulee, owned tremendous tracts of land in the present Levy County so he extended the road to Cedar Key, forgetting Tampa Bay existed. The line was completed in April, 1861. For building it, the railroad received 650,000 acres of land from the state and federal government.

Delving into the archives of the old Florida Railroad, the FC&P officials learned that their road would be entitled to 461,655 more acres from the federal government and 1,450,000 more from the state if their tracks would be extended to Tampa Bay. One of their lines then ran as far south as Wildwood; consequently, only 90 miles of additional track had to be laid to secure these juicy land plums. Quite naturally, therefore, the FC&P officials proceeded to make the extension forthwith. Inasmuch as the Plant System already had opened the central peninsular with its roads, land values had soared and 606,655 acres were worth going after. Besides, Tampa was now an important city, completely eclipsing the railroad's terminal at Cedar Key.

Not wasting any time, the FC&P proceeded at once to lay tracks south from Wildwood. Plant City was reached late in 1889. From there, the tracks were extended westward toward Tampa by way of Turkey Creek, Sydney, Valrico, Limona and Yeomans. Most of the land needed for the right-of-way was donated.

Construction of the road to the edge of Tampa was easy but getting it into the city presented a problem. The Tampa city council passed an ordinance by a bare majority to give the road the right to use the city streets—but the ordinance was promptly vetoed by Mayor Herman Glogowski. He insisted that Tampa streets were "cluttered up" enough the way it was. He also argued that Tampa was so indebted to Plant that the city should not allow another railroad to come in and give him competition.

The mayor's action blocked the FC&P officials only temporarily. Consulting their attorneys, they decided they had the right, allegedly given by an Act of Congress of 1856, to enter south of the city limits through the military reservation, then occupied by homesteaders who had settled there in 1883. They told the homesteaders that a settlement for the land needed for the right-of-way would be made when the courts finally passed on a long-drawn-out legal battle then being waged by various claimants of the reservation. Crews were brought in and grading started. Homesteaders who objected to the "trespassing" were disregarded. The grade was quickly completed and tracks were laid to Water Street by May 1, 1890.

The first train into Tampa over the new line arrived Monday night, May 5. It brought in 150 Negro excursionists from Fernandina, members of the Knights of Labor, and 25 other passengers. A crowd of several hundred persons had gathered to greet the first passengers but a heavy rain halted the celebration. Regular service was started the following day, two passenger trains and one freight train entering and leaving Tampa daily.

Completion of the tracks to Water Street did not satisfy the FC&P officials. They wanted to extend the line to the river. The South Florida officials objected—strenuously, and threatened to seek a court injunction. Determined to go ahead, the FC&P swung into action at midnight, Saturday, August 2. By the light of bonfires and flares, a large crew of FC&P men tore up the SF rails at Water Street, made a crossing, and extended their tracks along the river to the Ross Biglow & Co. wharf, giving a 500-foot waterfrontage. A crowd gathered to witness an expected pick-and-shovel battle. But there was no bloodshed.

There is little doubt but that the completion of the FC&P line aided in the development of Tampa. Its route northward was 31 miles shorter than the shortest route of the Plant System and Tampa benefitted through the competitive freight and passenger rates afforded. Moreover, the FC&P soon began running fast express trains to Jacksonville and, to compete, the South Florida had to put on faster trains. By August the running time between the two towns was cut to eight hours and forty minutes. Tampa was getting ever closer to the North.

The FC&P brought one immediate benefit to the city. Huge quantities of earth obtained in cutting the railroad grade through the reservation were dumped, with the hearty approval of the city, in the Jackson Street gully and one of Tampa's most conspicuous eyesores was eliminated. The gully had been made by a small creek which drained the flat lands to the east; heavy rains had caused such serious erosion that a small canyon had been created, dividing the business district into two sections. Before the gully was filled with the FC&P fill-dirt, a large storm sewer was put down by the city to carry off the water. After the fill was made, Jackson Street was opened for development.

A Lush Period for Tampa

The people of Tampa were extremely optimistic in 1890. The city was forging ahead faster than it ever had before. Everyone was prosperous. In addition to the gorgeous Tampa Bay Hotel, then nearing completion, fifty-one buildings were being built in various parts of town.

One of the structures was a new city hall, a two-story brick building erected on the southwest corner of Lafayette and Florida at a cost of \$10,000. C. E. Parcell was the architect and James Bullivant and J. C.

McNeil the contractors. Completed in August, 1890, the city hall provided headquarters for the fire department as well as city offices.

The entire county felt so up and coming in 1890 that there was little opposition on December 16 to a proposed \$80,000 bond issue to provide funds for building a new county courthouse, needed to replace the frame structure erected in 1855. After the bonds were sold a contract was awarded on June 2, 1891, to W. H. Kendrick and work on the building was started immediately. The architect was J. A. Wood, who had designed the Tampa Bay Hotel. The old courthouse was moved up on Florida Avenue and used several years by Dr. F. H. Caldwell as a hospital. The new building was completed August 1, 1892. With additions, it has served the county ever since.

Tampa's prospects looked so bright in the spring of 1892 that capitalists began fighting among themselves to gain the right to provide electric lights and power for the town and also electric street railways.

The battle began in April when the Tampa Suburban Company was organized by W. H. Kendrick, E. S. Douglas and Peter O. Knight with the financial backing of Mr. and Mrs. C. W. Chapin, wealthy winter residents from New York. The company stated it intended to build an electric street railway from Ybor City through Tampa and down the west side of the Hillsborough River to Ballast Point.

This announcement aroused the fighting spirit of the owners of the Tampa Street Railway Company which operated the steam locomotive line to Ybor City. The officials insisted their franchise covered all parts of the city and that the Tampa Suburban had no right to build. Going to the courts, they succeeded in getting an injunction which restrained the Tampa Suburban from proceeding.

To get around this injunction, the backers of the Tampa Suburban organized a new company called the Consumers Electric Light & Power Company. It secured a franchise to sell electric service as well as transportation. Stock was sold to local people and a generator was installed in a small sawmill near Morgan and Cass. Trolley lines were built to Ballast Point and West Tampa late in 1892 and also to Ybor City.

The Ybor City line closely paralleled the line of the older company which electrified its road and put trolley cars in operation on May 16, 1893. A transportation war followed, the fare between Tampa and Ybor City being finally reduced to two cents. Lacking the strong financial backing of the new company, the Tampa Street Railway Company went into bankruptcy and the Consumers purchased its properties at a receiver's sale on June 18, 1894.

While the street railway battle was being fought, two new newspapers were started, the TAMPA DAILY TIMES and the TAMPA TRIBUNE.

The TIMES came into existence because of the city's need for a newspaper better than either of the two tri-weeklies the city then had,

the old TAMPA TRIBUNE, founded in 1876, and the TAMPA JOURNAL, founded in 1886. Both papers were underfinanced and understaffed and were limping along in a half-hearted fashion. To remedy the situation, the Tampa Publishing Company was founded February 1, 1893, with the financial backing of many leading citizens. S. A. Jones became president; W. B. Henderson, vice-president; A. J. Knight, secretary, and T. C. Taliaferro, treasurer. The company was capitalized for \$25,000.

Immediately after the incorporation, the new company purchased the TAMPA JOURNAL for \$3,500 and the TAMPA TRIBUNE for \$3,450. H. J. Cooper was appointed general manager at \$75 a month. The mechanical plants of the two papers were consolidated in the JOURNAL's plant on the southeast corner of Franklin and Washington. The first issue of the TIMES appeared Tuesday, February 7, 1893.

Cooper continued to manage the paper until 1898 when it got into financial difficulties. With the help of H. L. Mitchell and Capt. H. H. Scarlett, D. B. McKay then paid some of the most pressing debts and took charge. He purchased a controlling interest in the paper soon afterward and in time became sole owner.

Shortly after the two old papers were purchased by the TIMES, word of the merger reached a young, aggressive editor of a small weekly published at Bartow, the POLK COUNTY NEWS. He was Wallace Fisher Stovall, then 24 years old. Reasoning that the consolidation of the two old papers into one might provide an opening for an "opposition" paper, Stovall came to Tampa to learn if his hunch was correct. He found one man who had the same idea, Dr. John P. Wall. With Dr. Wall's endorsement on a note, Stovall borrowed \$450 to move his plant to Tampa and start publishing. The first issue of his paper appeared March 23, 1893. He called it the TAMPA TRIBUNE, appropriating the name of one of the papers which had perished.

In the beginning, Stovall found the going hard. But he turned out a splendid, progressive paper and soon the TRIBUNE was carrying as many ads and had as many readers as the strongly-backed TIMES. Stovall continued publishing the TRIBUNE for thirty-two years and made it one of the leading papers of the entire South.

Despite Disasters Tampa Grows

Compared with most sections of the country, Tampa escaped lightly from the panic of 1893. But the city did have a bank failure. The Gulf National Bank, organized a short time before, closed its doors May 29 after \$80,000 had been withdrawn by depositors, leaving less than \$40,000 in the safe. Officers of the bank were C. B. Lloyd, president; A. J. Knight, vice-president, and John O. Ball, cashier.

Publisher Stovall was hard hit by the bank's closing. Every cent of his paper's money was in the bank and when it suspended, Stovall had

nothing left to pay operating expenses. He was forced to give up his daily editions and publish only once a week. The daily was resumed January 1, 1895, soon after the Tampa Tribune Publishing Company was incorporated. Stovall was president and treasurer; V. M. Ybor, vice-president, and J. S. McFall, secretary. Directors were Peter O. Knight, C. E. Harrison, W. E. Bledsoe, Seidenberg & Co., Sanchez & Haya and C. C. Whitaker.

J. B. Anderson, of Alabama, a Methodist minister, was named receiver of the Gulf National. The institution was inherently solvent and the creditors were finally paid in full, with interest on their claims. In addition, assets exceeding \$30,000 were turned over to the stockholders.

While the Gulf National was in liquidation, a new bank was founded, the Exchange National, capitalized at \$100,000. One of its principal backers was a newcomer to Tampa, John Trice, president of the Okolona Banking Company, of Okolona, Miss. Another founder was J. N. C. Stockton, president of the State Bank of Florida, at Jackson-



Photo by Burgert Bros.

Hillsborough County citrus groves produce hundreds of thousands of bushels of golden fruit each year for the markets of the nation.

ville. Stockton was a former member of the Jacksonville banking firm of Ambler, Marvin & Stockton and had served as the first president of the First National Bank of Tampa. By 1894 he had become a bitter banking and political rival of James P. Taliaferro, one of the principal stockholders of the First National, and he had no intention of permitting the First National to remain the only bank in Tampa. So he bought a large block of the Exchange National stock for himself and his Jacksonville friends and aided the new institution in getting started. The largest Tampa stockholders of the bank were Edward Manrara, Anderson and Peter O. Knight. The new bank was opened April 16, 1894, in the old quarters of the Gulf National at Franklin and Twiggs. Price was president, Stockton, vice-president, and Anderson, cashier.

Trice remained with the Exchange National less than a year—he could not get along with Cashier Anderson. Manrara then became president and Ziba King, a wealthy cattleman of Arcadia, became vice-president. Anderson continued as cashier.

Shortly after leaving the Exchange, Trice proceeded to organize a third bank, the Citizens Bank & Trust Company, capitalized at \$100,000. It was opened October 7, 1895, in a new three-story brick and stone building at Franklin and Zack. Trice was president; W. J. Davis, vice-president, and C. E. Allen, cashier. Directors were Trice, Davis, J. M. Long, John Savarese, J. S. McFall and W. B. Gray.

Tampa suffered a series of disastrous fires during 1894. In addition to seven homes and three small business places, the Tampa Lumber Company's plant was completely destroyed, on July 27, causing a loss of \$40,000.

The fires emphasized the fact that Tampa's volunteer fire department and obsolete fire fighting equipment were entirely inadequate to provide proper protection. The council was pressed to take action and on December 31 ordered two modern La France fire engines and all other equipment needed to establish a first-class fire department. The engines arrived in March and were named "Manrara" and "Salomonson," in honor of the two men who contributed money to buy horses to pull them. On March 22 A. J. Harris was appointed fire chief and twenty-two full time firemen were employed. They were assigned to six fire stations in various parts of town.

A calamity of the 1890s which had a profound aftermath was the abnormally cold weather during the winter of 1894-95—the coldest since 1835. The first blow was struck early Sunday, December 29, 1894, when the temperature in Tampa dropped to 18 degrees. Temperatures as low as 10 degrees were reported in the great citrus belt in north central counties. The loss to citrus growers was appalling.

The extreme cold weather was followed by six weeks of unusually warm weather. Many trees up state on which only the fruit and twigs

had been frozen began to show new signs of life. On February 7, the temperature rose to 77 degrees. But that night there occurred the worst drop in temperature in the history of Tampa, the mercury falling to 22 degrees. The maximum that day was only 36 and on the following morning, February 9, the minimum was 23. Two successive nights of such cold weather, coming when the citrus trees were growing and full of sap, froze many of them to the ground, splitting the bark and killing them. Farther north, in the great citrus belt, practically all of the trees were killed. Florida suffered a crippling blow. Estimates of the loss ranged as high as \$80,000,000.

During the February cold spell, snow fell in Tampa for the first time in the memory of old timers. In a few places, snow covered the ground and youngsters were able to scoop up enough to make snowballs. This was on the morning of February 8. The wintry appearance of the city was heightened by icicles which hung from almost every roof. Much damage was done by the bursting of water pipes.

In the long run, Hillsborough County gained more from the Big Freeze than it lost. Citrus growers who had been wiped out in the northern part of the peninsula moved southward to sections where the cold had not been so severe or so prolonged. Hillsborough County became the heart of the new citrus belt and, as a result, Tampa profited greatly.

The ultimate benefits of the Big Freeze of course were not foreseen in 1895 and the faith of many persons in the future of the state was badly shaken. That was definitely not the case with Henry Bradley Plant. Instead of retrenching, he proceeded to make many new investments.

Early in April, Plant announced that he intended to build a fine casino at the Tampa Bay Hotel. Work on the large two-story structure was started soon afterward. T-shaped, the casino had a 122 by 58 foot clubhouse in front and a combined auditorium and swimming pool, 157 by 88 feet, extending to the rear. The swimming pool was under the removable floor of the auditorium. The casino was opened Tuesday night, December 3, 1896, with the play "The Right to Happiness," starring the famous actress Minnie Maddern Fiske. Many other first-class attractions appeared later in the casino.

Plant's faith in Florida also was shown by his purchase on April 1, 1895, of the Sanford & St. Petersburg Railroad, originally known as the Orange Belt, built in 1887-88 by Peter A. Demens, co-founder of St. Petersburg. Immediately after the Plant System took over the road, it was changed from narrow to standard gauge. On January 1, 1896, the Plant System also absorbed the famous Florida Southern Railroad. In addition to his railroad acquisitions, Plant erected the million dollar

Bellevue Hotel at Belleair, a few miles south of Clearwater. The hotel was opened February 14, 1896.

The Cigar Industry Expands

Tampa escaped lightly from the calamities of the 1890s largely because of its rapidly growing, prosperous cigar industry.

The industry was retarded temporarily by the yellow fever epidemic of 1887 but made a quick comeback early in 1888. Its value to Tampa had become so evident that members of the Board of Trade in February, 1888, subscribed \$15,000 to bring the factory of R. Monne & Co. from New York. The plant went into operation on August 30 and employed three hundred cigar makers.

The Monne Company was the last one brought to Tampa through public subscriptions. From then on, plants were established largely through the efforts of two development companies, the Ybor City Land & Improvement Company and the Macfarlane Investment Company.

The Ybor City Land & Improvement Company was organized October 15, 1886, by Vicente Martinez Ybor, Edward Manrara and E. R. M. Ybor. During the following decade, the company donated \$126,000 in land and buildings as inducements to other factories to locate in Ybor City. Concerns brought in included Seidenberg & Co., Trujillo & Benemelia; Gonzalez, Mora & Co.; Amo, Orteiz & Co.; Arquellas, Lopez & Bros.; Jose M. Diaz & Bro., and Creagh, Cudnecht & Co.

More than a half million dollars was spent by the Ybor City Land & Improvement Company in developing Ybor City, making it a city within a city, a city as truly Latin-American in appearance and in the customs of its inhabitants as though it had been in the heart of Cuba.

In 1892, the development of another Latin-American community was started by the Macfarlane Investment Company, headed by Hugh C. Macfarlane, a native of Scotland who had come to Tampa in 1883 to practice law. Early in 1892 Macfarlane platted a 200-acre tract he owned west of the Hillsborough River and began offering factory sites and three-story brick buildings to manufacturers who would locate there. The first factory was taken in June, 1892, by O'Hara & Co., of Key West. Another was taken in December by Julius Ellinger & Co., also of Key West. In March, 1893, a third factory was occupied by C. E. Arnsworth & Co. Other companies came later, including Cuesta, Rey & Co.; A. Santella & Co.; Pendas & Alvarez, the Morgan Cigar Company and many others.

To enable residents of the new community to go quickly back and forth to Tampa, Macfarlane and his associates late in 1892 erected an iron drawbridge over the Hillsborough River at Fortune Street at a cost of \$30,000 and a few months later aided in the financing of a street

car line built by the Consumers Electric Light & Power Company. By 1895, more than 2,000 persons were living in the new community and it was incorporated as the town of West Tampa on May 18. By that time it had its own churches, parks, clubs and business places and was truly a town in its own right.

Many of the cigar factories which came to Tampa in the early 1890s came because of labor troubles in both New York and Key West. The great fire of March 30, 1886 in Key West also was a factor in the exodus of manufacturers from that city, not because they had been burned out but because they feared another devastating conflagration. In the decade after the fire, eleven Key West factories came to Tampa. During that same period, thirteen came from New York, five from Chicago and two from Havana. Tampa by that time had become one of the leading cigar manufacturing cities of the world. On July 1, 1894, the industry was employing 2,915 persons and had an annual payroll of \$1,909,730. During the preceding year, 88,190,000 cigars had been made which sold for \$5,533,000.

Besides developing their own plants, the cigar manufacturers invested heavily in Tampa real estate, banks and business establishments. Cigar money financed the first brewery built in Florida, erected in Tampa in 1897 by the Florida Brewing Company, organized by Edward Manrara, E. W. Codington and Hugo Schwab. Patterned after the famous Castle Brewery of Johannesburg, South Africa, the towering

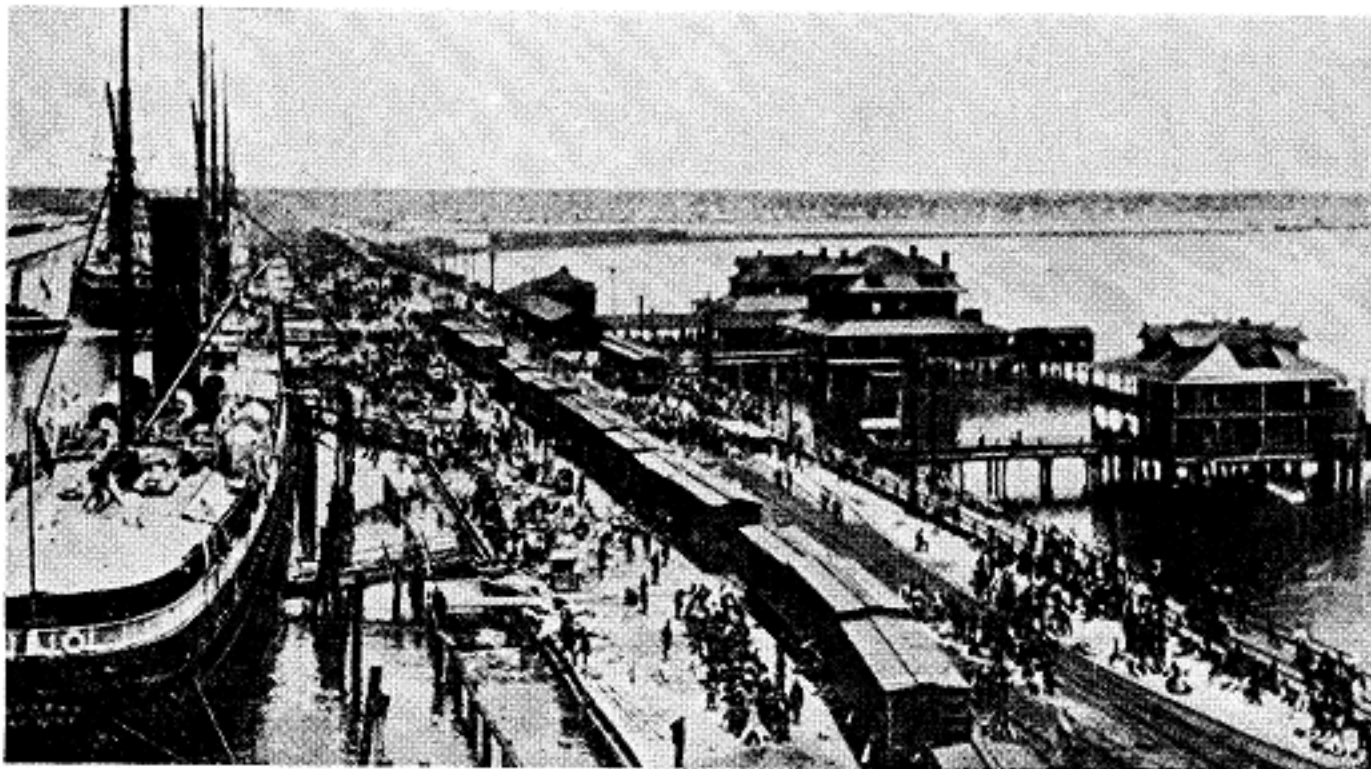


Photo Courtesy University of Tampa

Port Tampa was one of the busiest spots in the nation in 1898 when U. S. troops left there in transports to free Cuba from Spain. This picture shows soldiers boarding one of the transports. It also shows the famous Port Tampa Inn where guests could fish from their windows. The Inn is the building in the center.

structure was erected at the Government Spring near Thirteenth Street and Second Avenue at a cost of \$200,000. The brewery soon began shipping out beer by the trainload to all parts of Florida and exporting great quantities to Cuba.

During the mid-1890s, Tampa people paid little attention to ordinary events. What really captured their attention was the gallant fight being waged by Cuban insurgents to win their freedom from their Spanish rulers.

Tampa Fights the Cuban War

Tampa's deep concern over the fate of Cuba during the 1890s was most understandable. Hundreds of Tampa citizens, born in Cuba, had fled from the island because of the tyranny of the Spanish authorities. Letters received from friends and relatives they left behind told of the suffering of their countrymen and feeling ran high in Ybor City and West Tampa.

Jose Marti, hero of the Ten Year War, was given a thunderous welcome when he came to Tampa and pleaded for funds to carry on the fight for freedom. Almost every cigar maker pledged a day's pay each week to show his sympathy for the Cuban cause. Liberal contributions were made by Latin-American business and professional men. The Cuban war was Tampa's war, at least for a large segment of Tampa's population. And all Tampa grieved when Marti was killed in Cuba in one of the early battles.

Tampa became one of the principal ports through which arms and ammunition were sent to the insurgents. Filibusterers' ships often slipped silently up the river in the dead of night and tied up at the wharves. Shadowy figures quickly appeared from nowhere and quietly loaded them. And then, in an hour or so, the ships would weigh anchor and disappear in the darkness.

In an attempt to stop the flow of money and munitions from Tampa, the Spanish General "Butcher" Weyler early in 1896 declared an embargo on tobacco exports from Cuba to the United States, hoping to force the cigar factories to shut down. In this emergency, Vicente Martinez Ybor and other leading manufacturers persuaded H. B. Plant to send the *Olivette* and *Mascotte* to Havana before the embargo deadline and bring back enough tobacco to keep their factories running. The ships brought in tremendous cargoes, even their staterooms being piled high with Havana leaf. The cigar industry was saved.

Bitterness against Spain mounted steadily in the Latin-American sections all through 1897. The fiery speeches of revolutionists who came from Cuba were enthusiastically applauded. Ybor City became accustomed to seeing little groups of whispering men clustered under the balconies, planning strategy. And whenever rumors spread that

Spanish spies had come in to get information regarding munitions shipments, persons who had ties with Spain were closely watched.

Then, on the night of February 15, 1898, the battleship *Maine* was blown up in Havana harbor. Tampa buzzed with excitement. But the newspapers urged coolness and patience. And Tampa marked time.

Weeks before the official declaration of war, Tampa was furnished evidence that war was coming. Government agents swarmed all through the region, sounded the harbor, looked into transportation facilities, and started making arrangements with business firms for supplies. A Tampa schooner was chartered to take two 50-ton cannons to Key West to protect that port from the dreaded Spanish battleships.

Survivors of the *Maine* were brought back home on the *Olivette* on March 28. A great crowd went to Port Tampa to greet them. The heroes were given a rousing ovation and taken to Tampa's best homes.

Refugees kept pouring in from Cuba. On April 7th the *Mascotte* brought more than 900. The stories they told of the suffering in the Spanish concentration camps aroused bitter anger. Col. Fernando Figueredo, a leader of the Cuban Junta, painted inflammatory pictures of Spanish atrocities and brought thunderous cheers when he admonished the crowds to "Remember the *Maine*! Remember the *Maine*!"

Consul-General Fitzhugh Lee, ordered to leave Havana, arrived on April 9. War was now a certainty. Two special trains with a thousand passengers on board, as well as a band, made the nine-mile trip to Port Tampa to welcome him. When the boat train arrived in Tampa, thousands more crowded around it, waving Cuban and American flags and shouting "Viva Lee!" The general yelled: "What are you shouting for? Do you want to fight?" The crowd roared back: "Yes!" The general smiled broadly. "That's what I wanted to hear you say," he said. Later, however, the general told newspapermen that because of his diplomatic status he could not talk for publication.

Even before Congress officially declared war, Tampa was selected as a principal concentration and embarkation point for troops which would invade the island. It was chosen primarily because it was the city nearest to Cuba which had both rail and port facilities. The War Department's decision also was influenced by the fact that Tampa's sub-tropical weather would be ideal for acclimating the soldiers. And of course due consideration was given the fact that Tampa had the magnificent Tampa Bay Hotel where sumptuous quarters would be available for all the "brass" which would accompany the expedition.

News came on April 20th that President William McKinley had demanded that Spain withdraw from Cuba. Cannons boomed and fiery speeches were made from scores of platforms and balconies. The enthusiasm was heightened by the presence of five companies from Fort

McPherson, Georgia. The southern boys came in wearing the Confederate gray. They were encamped at DeSoto Park and soon were joined by the 69th of New York, attired in Yankee blue. But the juxtaposition of the blue and the gray caused no casualties.

Clara Barton soon made her appearance with her Red Cross staff. After staying a few days at the Tampa Bay Hotel, she established an office for her organization in J. Mack Towne's home on Plant Avenue.

With the formal declaration of war on April 24, troops began pouring into Tampa at a dizzy pace, often as many as twenty to thirty train loads a day. The soldiers were encamped all the way from Port Tampa to beyond Ybor City with the main encampment at Tampa Heights where 250 acres had been set aside for army use. By the middle of May, more than 30,000 soldiers had streamed into Tampa, outnumbering the civilian population better than two to one.

With the troops, top flight military men arrived with their staff members: General Nelson A. Miles, in command of the expedition; General W. R. Shafter, in command of the Fifth Corps; General Fitzhugh Lee, in command of the Seventh Corps, and General Joseph Wheeler, in charge of the volunteer cavalry. There also was the one and only Colonel "Teddy" Roosevelt of the Rough Riders, Colonel Leonard Wood, and many, many others.

Tampa Bay Hotel literally shined with army brass. As Karl Bickel tells in his book, "The Mangrove Coast," the big lobby of the hotel "exploded in a flash of golden braid, glittering sword hilts, boots bright with polish. Wide-brimmed Stetsons and the dark blue uniforms of the army men were the prevailing note, but here and there were monocled men in foreign uniforms, the military attaches of European nations, standing by to see what they could of the show. Also, there were officers' wives and a throng of newspapermen from northern cities."

The army's first pay day came early in May and the *TIMES* reported that over \$175,000 was paid out to the soldiers. Tampa merchants reaped a big harvest and so did the gambling joints, which operated openly, and the saloon keepers, and the feminine members of the oldest profession in the world. Red light districts sprang up overnight. Many of the soldiers became most hilarious. They commandeered the street cars and went clanging through the city, firing revolvers as they went. Others invaded the Florida Brewery and demanded free drinks for all.

Tampa people were not too deeply offended. After all, the boys soon would be fighting and dying on Cuban battlefields so why not let them have a little fun while they had the chance? Mayor M. E. Gillett sent only a mild remonstrance to army headquarters. Had he been more

severe he would have heard from Tampa merchants. They were mopping up. Wrote the correspondent for the *WASHINGTON POST*: "The Tampa shopkeepers are making so much money that the city banks will hardly hold it. Even a lemonade man, equipped with a bucket and two tin cups, can make \$25 a day." And \$25 a day in 1898 was big money.

Red and blue bandanas, worn around the neck, became the rage. Two young Jewish boys, then just becoming merchandisers, plunged all the money they had, \$300, and brought in a huge stock. The 'kerchiefs sold like the proverbial hot cakes and the brothers made a killing. They later owned one of Tampa's leading stores.

Transports began docking at Port Tampa. Trains loaded with supplies for the expedition began pouring in. The confusion became indescribable. The Plant System was not geared to handling such a flood of locomotives and cars. Regardless of how long the railroad men worked, trains came in hours late and the railroad yards were swamped. To help bring order out of chaos, Plant himself took charge of operations. He remained in charge until a brash young officer came into his office one day and declared that unless the road operated more efficiently, the War Department would seize the entire system. "Seize it and be damned," Plant stormed, and walked away. But the seizure did

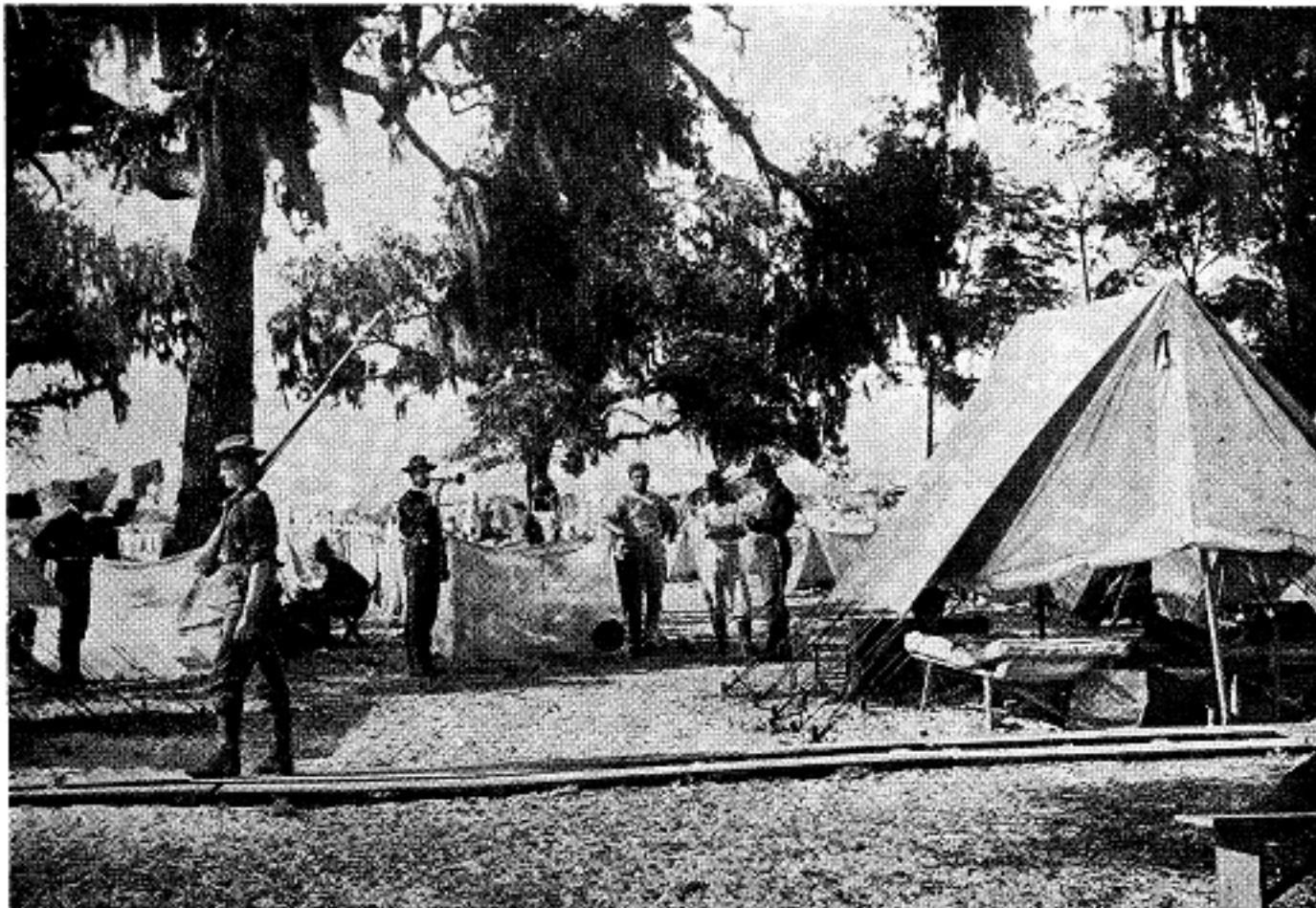


Photo Courtesy of Burgert Bros.

More than 30,000 soldiers camped in and near Tampa before embarking for Cuba in the Spanish-American War. They lived in tents in camps scattered all the way from Port Tampa to De Soto Beach. This photograph was taken in Tampa Heights.

not occur—the army had enough headaches as it was. The “brash” officer was young “Teddy” Roosevelt.

The railroad's problems were not lightened by the fact that scores of would-be adventurers came to Tampa to take part in the war, willy nilly. Reported the TAMPA TRIBUNE: “William Astor Candler has arrived with his private expedition. Mr. Candler is paying all the expenses of a group of his New York friends and if they cannot connect with the American army they will join the Cubans. . . . He will buy or charter a boat and go and see the fun.”

All through the long, hot month of May the soldiers waited for orders to leave. They liked Tampa and the nearby towns they visited but were anxious to get going. Finally, on June 9, a dispatch from General Garcia near Santiago reached General Miles stating that 9,000 well-equipped Cubans had taken fine positions and were ready for the arrival of United States forces.

That was the word Miles was waiting for. He sent orders down the line for the troops to be sent aboard the transports. All night Sunday, June 12, and all day Monday troop trains speeded to Port Tampa where the transports waited, guarded by gunboats. There were thirty-six transports in all, the mightiest armada the nation had ever assembled.

Hour after hour the soldiers waited, sweating under the blazing sun. Finally, in late afternoon, the signal for departure came and the soldiers cheered. On shore, a band played “Till We Meet Again.” Flags waved, wives fainted and sweethearts and mothers wept.

Slowly the flotilla got under way and the ships steamed down the bay, long plumes of smoke casting shadows in the shimmering water, now reddened by the rays of the sinking sun. The S. S. *Miami* led the way, paced by the busy little *Hornet*. Then came the transports, and supply ships, and gunboats. Also the Plant System steamer *Olivette*, now put to use as a hospital ship. Off to one side came two tugs, chartered by the NEW YORK JOURNAL and NEW YORK SUN. This was big news—and the papers intended to cover it, regardless of official reprimands.

On board the ships in the armada were approximately 16,000 soldiers. Four thousand more followed a few days later. Thousands of others remained behind, expecting to get orders to depart. But those “left behinds” never got to Cuba. Admiral Cervera's “invincible” Spanish fleet was destroyed at Santiago on July 3 and two days later the Spanish force surrendered. The fighting in Cuba had ended.

Despite that fact, the government went ahead and spent a million dollars or more to fortify Egmont and Mullet keys, building Fort Dade and Fort De Sotos. Troops were stationed there for more than a decade, for what purpose is not known. Today hardly a trace remains of those fortresses which once guarded the entrance to Tampa Bay.

Several thousand soldiers, mostly volunteers, remained in Tampa for weeks after the war ended. Heavy rains came and swamped the camps. Scores became ill with "Cuban fever," malaria and typhoid fever. Many died. Finally, late in August, the last of the troops departed.

The exact number of Tampa Latin-Americans who fought with the insurgents as volunteers during the revolution is not known. Many left but no record was kept of their departure. One Anglo-American of Tampa is known to have been active. He was Capt. James McKay, Jr. Early in the revolution he ran both guns and volunteer fighters to the island in his new ship, the *Fanita*, and later landed a contingent and a cargo of arms at Cardenas in one of the first battles American forces had with the Spaniards. Early in July he took two hundred teamsters to the Santiago area and arrived just in time to take part in the engagement. Captain McKay also superintended the loading of transports at Port Tampa for the quartermasters department and their unloading on the coast of Cuba.

Two other Tampans had a hand in the war. They were I. W. Phillips and W. R. Fuller of the firm of Phillips & Fuller. Handling contracts for the government, the firm sold the army a thousand cars of grain, feed and other supplies in ninety days and at one time had 700 cars in transit. When a sudden emergency arose in Havana in August, the firm filled an order for two hundred cars of grain in five days.

By the end of August, the glamorous war period was ended. All the troops had left Tampa and the Tampa Bay Hotel was deserted. The city settled down for a dog days' breathing spell.

Tampa did not know it then but it soon learned that it had been helped immeasurably by the war. Millions of dollars had been spent by the army in the city for supplies and by the soldiers for recreation, and the money served to pump new life and vigor into the community. Moreover, the name of Tampa had been in the newspaper headlines of the nation for months and the city was advertised as it had never been advertised before. What was even more important, Tampa received most favorable word-of-mouth advertising from soldiers stationed in the city. They liked Tampa and told their friends back north about it. The word spread that Tampa was a city with a future. It truly was.



CHAPTER IX

AT THE TURN OF THE CENTURY

THE BIRTH OF THE NEW CENTURY was accepted calmly in Tampa. Unlike other cities where wild celebrations continued for hours, Tampa almost disregarded the event. A few whistles were blown, a few bells were rung and a few arrests were made for intoxication but in general the town was most sedate. The only social event of consequence was a New Years ball at Centro Espanol attended by a hundred couples. President Vicente Guerra led the grand march.

Tampa's failure to give the infant century a royal welcome was most surprising. Certainly the town had ample reason for celebrating. It had made amazing progress during the last two decades of the 19th century and prospects for the 20th century looked bright indeed.

Proof that Tampa was growing faster than any other city in Florida was furnished by the 1900 Federal census. The figures showed that Tampa's population had soared from a niggling 720 in 1880 to an impressive 5,532 in 1890 and an amazing 15,839 in 1900. No wonder the newspapers called Tampa the "Queen City of the Gulf."

In many respects, however, Tampa was still nothing but a lusty boom town which was suffering acutely from growing pains. Richard Harding Davis, famous war correspondent, described it as a "squalid, sand-blighted city" and the description was not entirely libelous. Even the greatest Tampa booster could not have called the Tampa of 1900 a beautiful city.

In the best residential sections, where yards were enclosed by picket fences, many home owners had well-kept lawns and gardens. Elsewhere, however, the yards were weed-grown or barren, having been overrun in the past by wandering cows and hogs. Ordinances banning the roaming creatures from the city had been passed repeatedly in the past but the "cow lovers" had so much political strength that not until after the Spanish-American War were the laws enforced.

The sand-sand-everywhere effect was heightened by the dreary sand flats which extended along the edge of Interbay Peninsula, now the beautiful Bayshore, and the equally dreary sand flats off the mouth of the river, later developed into Davis and Seddon islands.

With a few exceptions, most of the buildings in the business district were frame shacks, many unpainted and dilapidated. Gambling houses were wide open above dingy saloons. Red light districts flourished. Between Ybor City and the Tampa business district lay the "scrub," the city's Negro district, unkempt and unsightly. And south of Sixth Avenue, in the Town of Fort Brooke, Louis Athanasaw, the

Greek, ran his notorious Imperial Theatre, where almost anything could happen—and often did.

Efforts had been made nine years before to lift Tampa out of the sand by building wooden sidewalks and “paving” the business streets with cypress blocks and shell. But the cypress block paving had swelled and popped open, the shell paved streets had disintegrated into powdery dust, and many of the wooden sidewalks had rotted and fallen apart.

Civic progress had been almost completely stopped during the 1890s by a small but influential group of large land owners who were chronically opposed to paying taxes. They wanted Tampa to grow so their properties would become more valuable but they were dead set against helping to pay for improvements which would make growth possible. Bond issues totalling \$200,000 for streets and sewers had been approved by the voters in 1889 and 1891 but the “no taxation” group had succeeded in blocking all attempts to increase taxes enough to make payments on the bonds. As a result, public improvements were halted and the city’s credit was impaired.

This state of affairs started to change in the late 1890s. Many millions of dollars flowed into the city because of the Spanish-American War and this new money injected new life and new confidence into the community. Moreover, the ranks of the ultra-conservative “no



Photo by Burgess Bros.

This is downtown Tampa at Franklin and Twiggs, looking north, as it was in 1911. The domed building at the right is the first home of the Citizens Bank & Trust Company.

taxation" group began to be weakened by the Grim Reaper and more progressive citizens began to take the reins.

The effect of all this was shown in 1899 when the city enthusiastically supported a plan to issue enough bonds to refund the outstanding debt of \$270,000 and pay for new improvements costing about \$525,000. Moreover, Mayor F. C. Bowyer succeeded in having the city council pass ordinances compelling downtown property owners to pay for paving streets and constructing concrete sidewalks. Before 1900 ended, most of the streets in the business section were hard-surfaced and had good sidewalks. The reign of King Sand was nearing an end.

The year 1900 also brought a greatly extended sewerage system. The first sewers had been laid in 1890 but they served only the main business section—now the system was extended to other parts of town. All the sewers, of course, emptied into the river.

To pay for all this "extravagance," property was reappraised and assessed at \$5,544,819 and the tax rate was increased to 20 mills. The anti-taxers groaned but for a time booming Tampa paid little attention to their groaning.

Despite the revived community spirit, Tampa had to get along with fewer street lights and a curtailed trolley system during the first half of 1899. This was due to grievous trouble the Consumers Electric Light and Street Railway Company had with Hillsborough County's cattle barons.

In 1894 the Consumers absorbed the Florida Electric Company, successor to the Tampa Electric Light & Power Co., and thereby acquired the city street lighting contract. A year later the company started building a \$150,000 dam on the Hillsborough River. It was completed late in the summer of 1897. When the dam filled up, the water covered hundreds of acres formerly used by cattlemen as grazing lands. The company had purchased the overflowed lands, paying high prices. But that made no difference to the cattle barons—they viewed the dam as a dastardly infringement of their God-given right to graze their cows anywhere the creatures cared to roam. They seethed with anger. And on Tuesday night, December 13, 1898, the dam was blown up with dynamite. Almost everyone knew who was guilty—but no arrests were made. The cattle barons were still too powerful.

Six months were required to clear away the wreckage and rebuild the dam. In the meantime, the generating capacity of the plant was greatly reduced, many street cars had to be taken off their runs and many street lights remained unlighted.

Financially weakened by the sabotage, the Consumers company sold its franchise and properties on October 2, 1899, to the Tampa Electric Company, a new corporation of eastern capitalists headed by Stone & Webster, of Boston. George J. Baldwin, of Savannah, Ga., was

named president; Peter O. Knight, vice-president; Elliot Wadsworth, secretary; C. A. Stone, treasurer, and Henry G. Bradlee, manager.

The decease of the Consumers caused the loss of one of the city's most unusual sights—the private trolley car of Mrs. C. W. Chapin, principal financial backer of the company. Mrs. Chapin had used the private car to sally forth majestically to do her shopping, visit friends, and go sight-seeing—now this privilege was denied her. It was a grievous blow. The Chapins soon afterward left the city.

When the Tampa Electric assumed control, the city's trolley system consisted of $21\frac{1}{2}$ miles of track. Main lines extended to Ybor City, West Tampa and Ballast Point and two branch lines ran out of Ybor City, one to De Soto Park, completed October 18, 1894, and the other to the company's dam, five miles north, completed in 1897.

In those bygone days before the automobile era, one of Tampa's most popular forms of amusement was "taking the trolley" out to Ballast Point or De Soto Park. The latter place boasted of little except a beautiful picnic grounds, an excellent beach and a fishing dock but Ballast Point had a large, open-air dancing pavilion and theatre, a large bath house, a restaurant where shore dinners were served, and many amusement attractions. The Tampa Electric later spent many thousands of

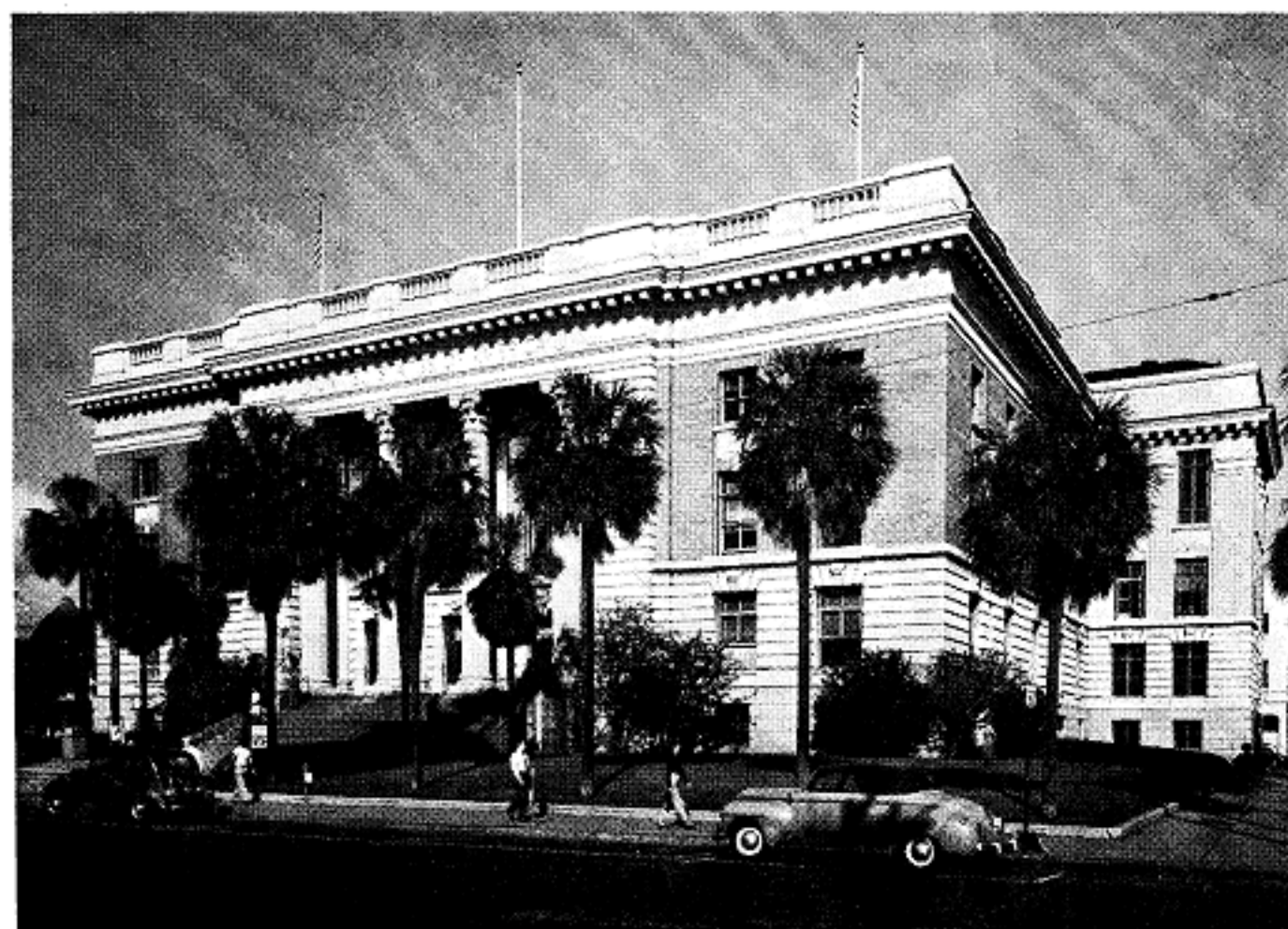


Photo by Burgert Bros.

When Tampa's post office and Federal building was completed in 1904 it was the finest government building in all South Florida.

dollars developing the point, naming it Jules Verne Park. Still later the Tampa Electric donated both Ballast Point and De Soto Park to Tampa for use as parks.

Sulphur Springs, long noted for its famous springs and natural beauty, was first developed and opened to the public by Dr. J. H. Mills who purchased the property in 1900 from J. H. Krause. The springs could be reached only by horse and buggy or bicycle over a narrow, winding road and by crossing the Hillsborough over a rickety, one-way bridge. Late in 1908 a trolley line to the springs was built by the Tampa & Sulphur Springs Traction Co., headed by H. H. Kilpatrick and John P. Martin. The firm of Swann & Holsinger backed the project.

Far more exciting to Tampa youngsters than trolley rides were the excursions on Tampa Bay steamers to the Gulf beaches at Anna Maria and Pass-a-Grille—adults, 75 cents for the round trip; children, 40 cents. With picnic baskets loaded heavily with food, whole families would go on the excursion boats, leaving early in the morning from the Jackson Street dock. The excursionists would not return until after dark, and they would be tired and sun-burned—but happy. Those were the never-to-be-forgotten days!

Tampa Acquires the Tampa Bay Hotel

At 2:55 Friday afternoon, June 23, 1899, Tampa lost a real friend—Henry Bradley Plant. The railroad magnate died suddenly in his northern home at 586 Fifth Avenue, New York.

Just a few weeks before, it seemed, the courtly old gentleman had been seen following the gardener around the grounds of the Tampa Bay Hotel, looking at the flowers of the exotic plants and watching the gorgeous peacocks strut their feathers. Then he had left in his palatial private car, "No. 100," waving farewell to friends who had gathered to see him off.

His death came as a shock to the entire city and particularly to those who knew how much he had been interested in Tampa's future. Both newspapers paid him high tribute, flags were flown at half mast, and many business places closed Monday afternoon while his funeral was being held in New York.

The passing of the railroad king caused the fate of the Tampa Bay Hotel to become uncertain. Many other fine hotels had been built in strictly tourist localities and the Tampa Bay had declined in popularity. It had been less than half-filled for several seasons. Manager A. E. Dick operated it only at a heavy loss. Plant's friends joked about it and called it "Plant's Folly." But he would laugh and say it was worth every cent it had cost him, simply because it enabled him to listen to the majestic music of the German pipe organ.

In his will, Plant stipulated that his property should not be partitioned until his great-grandson, then four years old, reached maturity. To accomplish this, Plant had tried to become a citizen of Connecticut where the laws permitted such an arrangement. But in the contest of his will by his widow, he was declared a citizen of New York and the provision was annulled.

Soon afterward, announcement was made that properties of the Plant System had been absorbed by the Atlantic Coast Line Railroad. In addition to the Savannah, Florida & Western Railway, the parent of the railroad empire, the Plant System owned twelve smaller roads. Altogether, it had 2,139 miles of track. The capital stock totalled \$23,403,900 and was owned by the Plant Investment Company which also owned seven steamship lines extending from Nova Scotia to Cuba, and the great port facilities at Port Tampa. In addition, the company owned the Port Tampa Inn, the Belleview Hotel at Belleair, the Seminole Hotel at Winter Park, and hotels at Ocala, Kissimmee and Punta Gorda. The railroads of the Plant System were merged with the ACL on May 1, 1902.

The Tampa Bay Hotel, unlike the other properties, was not owned by the Plant Investment Company. Plant's son, Morton, owned 82 per cent of the hotel stock and Mrs. Plant owned 18 per cent. At first, Mrs. Plant wanted to give the property to the Jesuit College but her step-son objected. A sort of feud developed—and the hotel remained closed.

The closing of the hotel was a blow to Tampa, and civic leaders demanded that it should be acquired by the city, if possible. Finally, late in 1904, the heirs agreed to sell, for \$125,000 cash. The necessary bonds were approved 481 to 67 at an election January 24, 1905, and the purchase was completed the following June 22—after Mayor F. A. Salomonson had been compelled by the courts to sign the bonds. The worthy mayor insisted that the 500-room hotel, with its luxurious furnishings and 150 acres of land—the finest property in the city—wasn't worth such a large amount.

Soon after the hotel was purchased, the city leased it to David Lauber, of Buffalo, for \$10,000 a year and it was reopened the following January.

The fate of something even more important than the Tampa Bay Hotel also hung in the balance for a few years after the turn of the century. That was the Fort Brooke military reservation.

Homesteaders Get the Reservation

When the beautiful Fort Brooke military reservation south of Whiting Street was opened to homesteaders in March, 1883, the choicest portion was claimed by Dr. Edmund S. Carew, of Arredondo, Alachua County. The remainder of the 148.11 acres was claimed during the

next few days by nineteen other would-be homesteaders. Squatters also rushed onto the land and lived in hastily erected tar paper shanties and wooden shacks.

Included among the squatters was one of the most colorful men who ever lived in Tampa, a self-confessed Russian nihilist who said his name was Dr. Frederick N. Weightnovel. Under the Russian's leadership, the squatters said they intended to incorporate the town of Moscow. Armed with clubs, they threatened to repel invaders. But after a short period of squabbling, they gave up their town-founding ideas and became peaceful.

Thereafter, Dr. Weightnovel remained in the limelight for many years. His black, bushy hair hung down on his shoulders and was an excellent advertisement for the hair tonic he peddled. A remarkably strong man, he was an excellent swimmer and liked nothing better than to demonstrate his ability to excursionists at Picnic Island, eating his dinner, smoking cigarettes and reading newspapers while floating on his back. And after he attracted a crowd, he would sell his hair tonic to the onlookers.

The most notorious incident connected with his career was a celebration held by his "Free Love Society," made up of some of the town's gayest young blades. After a parade through Ybor City, the free lovers banquetted at the old Habana Hotel. The windows extended down to the floor and a crowd which quickly gathered had a full view of the activities within, including the cavortings of Negro girl waitresses, all stark naked. This was a little too much even for broadminded Tampa—police and sheriff's deputies raided the place and many of the free lovers were hauled off to jail. That ended the society.

During the last few years of his life, the Russian operated a "hospital" in a two-story building on Whiting near Franklin. Everyone said he performed abortions. But he was permitted to keep the place open until a young woman died there. From evidence secured in a raid which followed, Weightnovel was indicted. Shortly afterward he died, on May 19, 1906. It was believed he poisoned himself.

More than twenty years of bitterly fought, expensive legal battles followed the occupation of the garrison by the homesteaders. The battle against them was waged by heirs of Robert J. Hackley, the young New Yorker who came to Tampa Bay in the fall of 1823 and established a plantation on the river bank, only to be thrown off a few months later by Col. George Mercer Brooke who wanted the site for a garrison.

Hackley's heirs contended that he had a legal right to the property inasmuch as he had settled there first and would have occupied it permanently had he not been dispossessed. His intentions were clearly shown, they said, by the fact that he had later tried repeatedly to pre-

empt the land and buy it from the government, but was blocked because it was held as a military reservation.

The battle was waged first in the Department of the Interior and then in the Federal courts. First one side won and then the other. But regardless of who won, the battle was carried on to higher courts.

The controversy became even more intense after the Florida Central & Peninsular Railroad extended its tracks through the reservation in the spring of 1890 and built depots and warehouses there. The railroad purchased the rights of some of the homesteaders and, consequently, the homesteaders' battle became the railroad's battle. Quite possibly the railroad shouldered most of the expense of the litigation. Be that as it may, the legal scrap continued, on and on.

Dr. Carew took no hand in the battling. The kindly old doctor, beloved by everyone in Tampa, spent most of his time in his garden at the garrison raising strawberries and vegetables which he brought to his friends in town. On December 31, 1886, while visiting in Gainesville, he died suddenly. Thereafter the land title battle was carried on by his heirs. His widow continued to live in the old officers' quarters.

Tampa's extremely rapid growth during the late 1880s and early 1890s made the land more and more valuable. And, also, more and more needed for the development of a harbor inasmuch as it contained thousands of feet of waterfrontage on the river and Hillsborough Bay.

Gambling on the chance that the homesteaders would win the legal fight, Edward M. Hendry and Andrew J. Knight, members of two pioneer families, purchased the rights to 59 acres early in 1895, subdivided the land into small lots and filed the plat on August 16. Few sales were made at that time, however, due to the fact that the title was still clouded.

Finally, late in the fall of 1904, the famous land dispute, known as the Scott vs. Carew case, reached the United States Supreme Court and was argued on November 7 and 8. And on January 3, 1905, the Supreme Court handed down its decision, upholding the claims of the homesteaders and rejecting the claims of the Hackley heirs. Hackley, the court said, had no right to preempt the land when he went there in 1823 inasmuch as the act of preemption applying to Florida was not passed by Congress until April 22, 1826. Therefore, he was actually trespassing on the public domain and the army had had a perfect right to dispossess him. Furthermore, his later claim to the land was invalid because he had no right to claim land in a military reservation.

Homesteaders' claims upheld by the Supreme Court included those of the heirs of Dr. Carew, of Louis Bell, who had died November 19, 1885, and of Andrew Stillings; also, the claims of Frank Jones, E. B. Chamberlain, and a Negro, Julius Caesar.

Shortly after the Supreme Court handed down its decision, the reservation was taken into the city limits and it soon became the site of Tampa's first real harbor.

Prehistoric Monsters Build a Harbor

Strange, weird creatures, unlike anything on the earth today, roamed the land and inhabited the sea a million years or so ago when Florida was being formed.

Through some mysterious process of Mother Nature's, the bodies of these prehistoric creatures were converted through the passing eons into almost inexhaustible deposits of phosphate.

As everyone knows, phosphate is vitally needed throughout the world for making fertilizer. To place it on board ships, harbors are obviously required. And since Tampa happened to be most advantageously located near many of the greatest phosphate deposits of the state, the Federal government finally was persuaded to provide Tampa with one of the finest harbors in the South.

Before the phosphate deposits were discovered, Tampa pleaded year after year with Congress for an adequate harbor development appropriation—but got scarcely anything.

Tampa's harbor woes can be traced back to 1824 when Colonel Brooke selected the east bank of the Hillsborough as the site for an army garrison. He chose the spot only because Hackley had built a house there which could be used to provide excellent quarters for his officers—and himself. Also, because Hackley had cleared some land where gardens could be planted.

Colonel Brooke paid little or no attention to the fact that the channel of the Hillsborough was only several feet deep and that any sea-going vessel would have to anchor at least two miles down the bay, beyond the sandy shoals. He had plenty of men to bring in supplies on lighters and all the time in the world to get the task accomplished. So why worry about a harbor?

The colonel didn't—but it wasn't long before others did. As early as 1846 merchants of Tampa petitioned Congress for enough money to deepen the channel a few feet and take out some of its most tortuous curves, but the pleas were in vain. Congress gave nothing.

In 1854 the United States Navy charted Tampa Bay to determine the best location for a railroad terminal, 32,121 soundings being made. The report, made in 1855 by a Lieutenant Berryman, was not favorable to Tampa. It showed that Tampa had only five feet of water, or less, for a distance of two miles from shore while at the present site of St. Petersburg, eleven feet of water was found less than half a mile out.

Not until 1880, when politically influential railroad promoters began casting eyes toward Tampa Bay, did Congress appropriate a little

money for channel dredging at Tampa. And not until early 1883, when Henry Bradley Plant announced that he would positively build a road to Tampa, did the dredging start. The government dredge *Alabama* appeared in Hillsborough Bay in January and started pumping. By the end of 1885, a narrow, twisting, 8-foot channel had been made up the river to about 100 feet below the Lafayette Street bridge. Steamers of shallow draft could now dock in the city without trouble.

Tampa's hopes of getting a big-ship channel were blasted at that time, however, when U. S. engineers declared that its cost would be excessively high in view of the amount of waterborne commerce then foreseeable. They recommended that most of the government money be spent thereafter at Old Tampa Bay where a natural deep water channel was relatively close to shore.

Because of that recommendation, Plant hurriedly made plans for extending his railroad to Port Tampa. (See Chapter VII.) Early in 1891, a 20-foot channel, 200 feet wide, was completed to Port Tampa. Up to that time, the government had spent only \$130,000 in both Hillsborough Bay and Old Tampa Bay.

But the day of niggardly harbor appropriations was nearing an end. Phosphate had been discovered in Florida.

J. Francis LeBaron, of Jacksonville, a government surveyor, has been credited with being the discoverer of phosphate in Florida. The story is that he found pebble phosphate in the Peace River district in 1881 but kept his discovery secret for five years and, consequently no one knew that Florida had phosphate until 1886. That story does not check with the facts.

When the *Alabama* was dredging the Hillsborough channel in April, 1883, phosphate rock was brought to the surface. Samples were sent to the Ashley Phosphate Company, of Charleston, S. C., and an analysis showed the rock was of high quality. Newspaper stories stated that the Ashley company then purchased 3,000 acres of phosphate land in the Tampa Bay region and at Charlotte Harbor, Braiden Creek and Terra Ceia. That was in the summer of 1883.

The first pebble phosphate mining operations were started, old records show, early in 1888. The first miner was T. S. Moorehead, of Pennsylvania, who bought the rich bars at Arcadia and went into business under the name of the Arcadia Phosphate Company. His first shipment of ten cars was made in May, 1888, to the Scott Manufacturing Co., of Atlanta, Ga., owned by Col. G. W. Scott, with whom he had a distribution arrangement. Shipments were made regularly thereafter but the public was not informed of the mining operations until a year later. In the meantime, Scott bought great tracts of phosphate land in the Peace River district.

Rich deposits of rock phosphate were discovered May 17, 1889, by a German homesteader, Albertus Vogt, while he was drilling on his 160-acre tract of sand and wire grass in Marion County north of Dunnellon.

News of the discovery quickly spread and in a few months Florida was overrun by prospectors almost like California had been in the '49 gold rush. Southbound trains were crowded with prospecting parties loaded down with picks and shovels and camp equipment. They swarmed all over the state, making test holes everywhere. Diggers were hired at skyhigh wages and farmers profited handsomely by renting out vehicles and draft animals. Fortunes were made in buying and selling land.

Many phosphate mines were opened during the following year and Tampa became the principal shipping point. The mineral began pouring into the city by the train load and elevators were hurriedly erected at Port Tampa. During 1892, shipments totalled 345,327 tons, more than all other exports combined. Much pebble phosphate was dredged up in the Alafia River and brought into Tampa by barge. To dry it for shipment, a drying plant was erected on the river near Platt. It was called the Peruvian Phosphate Works. Later, another drying plant, called the Tampa Phosphate Works, was opened by Perry G. Wall.

The worldwide depression starting in 1892 had a serious effect on the phosphate industry. European countries, the heaviest purchasers, bought sparingly and prices at the mine dropped from \$17 and \$18 a ton to \$5.50. Many mines closed and shipments did not get back to the 1892 figure until after the depression ended. But from then on they climbed steadily.

With the revival of the industry in the late 1890s, Congress was bombarded with demands from officials of the FC&P railroad that harbor improvements be made immediately in the Hillsborough River. They pointed out that their road passed through rich phosphate regions but that shipments had to be switched over to the Plant System and taken to Port Tampa for trans-shipment by water. They insisted that the Plant System had been given an unfair competitive advantage through the government's improvement of Port Tampa, which the Plant System owned outright.

Tampa business men joined in the demand for improved shipping facilities. They pointed out that only small, shallow-draft steamers could get through the narrow, twisting channel and tie up at Tampa wharves, and that the growth of Tampa was being retarded by the Plant System's monopoly of deep-sea shipping.

Port Tampa by that time had been developed into one of the finest ports on the Gulf coast. Two immense piers had been built, extending out to deep water. Between the piers was a basin, 25-feet deep, where

an entire fleet of vessels could dock. Many warehouses and elevators had been built and the railroad yards were over a mile long. The port also boasted of the Port Tampa Inn, built out over the water, where guests could fish out of their windows. Port Tampa had become a thriving, bustling town.

On March 3, 1899, Congress passed an act providing for improvements at both Port Tampa and Tampa. The Port Tampa project provided for deepening the channel from 20 to 27 feet and widening it from 200 to 300 feet. The Tampa project provided for a straight, 12-foot channel from deep water through Grassy Island to within 100 feet of the Lafayette Street bridge, with a turning basin at the mouth of the river. This project was completed in 1900. While it was much less than Tampa had hoped for, it nevertheless indicated that Washington at last realized Tampa existed as well as Port Tampa.

Tampa's real port development dates from March 3, 1905, when Congress appropriated \$350,000 to provide a channel 20 feet deep from the mouth of the river to the 20-foot contour in the bay, embracing the 12-foot channel made in 1900. Credit for getting this appropriation was given to Stephen M. Sparkman, member of a pioneer Hillsborough County family, who had been elected to Congress in 1894 from the



Photo by Burgert Bros.

Traffic was no problem in Tampa back in 1912 when this photograph was taken. Construction work was then underway on the new Citizens Bank building; the skyscraper at the right, beyond the courthouse, was the Hillsboro Hotel which had just been completed.

First District. Before going to Congress, and afterward, Sparkman had served as counsel for the Plant System and had been accused of being more interested in the development of Plant's Port Tampa than in Tampa. But when Sparkman became a member of the Rivers and Harbors Committee, he plugged Tampa incessantly and there is little doubt but that his efforts made possible Tampa's splendid harbor of the present time.

Work on the 20-foot channel was started late in 1905, almost concurrently with the beginning of the so-called Hendry & Knight channel on the south side of the old military reservation. This channel, 20 feet deep and 300 feet wide, extended eastward about 2,000 feet from the turning basin at the mouth of the Hillsborough.

The firm of Hendry & Knight, composed of Edward M. Hendry and Andrew J. Knight, had started acquiring properties in the reservation during the 1890s, while various claimants of the land were still fighting in the courts for its possession. By the time the Supreme Court finally decided, on January 3, 1905, that the homesteaders' claims were valid, the firm had gotten possession of a large part of the reservation. And when the court decision lifted the last cloud from the land title, the firm proceeded to dredge its channel and build terminals along the waterfront. The first steamship company which used the terminals and the channel was the Mallory Line; consequently, the channel was often referred to as the Mallory Channel.

While the channel projects were proceeding, the Seaboard Air Line Railway had been most active. The Seaboard, incidentally, officially absorbed the FC&P on August 15, 1903. After the merger, the Seaboard lost no time in sewing up almost the entire waterfront in the Tampa area. This was done by Peter O. Knight, attorney for the railroad, who by that time had become one of Tampa's most influential citizens.

Knight's first outstanding achievement for the railroad was the purchase of the marsh flats south of the garrison owned by the heirs of Wm. B. Henderson. And, at Knight's request, the city waived all its rights to submerged lands around the island. Sand then was dredged out of the harbor channels and used to build up the island well above sea level. The fills were made under the direction of A. E. Seddon, one-armed construction engineer of the Seaboard, and the island was named in his honor, Seddon Island. In 1909, a \$175,000 steel drawbridge was built to connect the island with the mainland and phosphate elevators were constructed there.

Knight also took a leading part in securing all the franchises and land needed by the Tampa Northern Railroad, the third railroad to come into Tampa. The line, which extended to Brooksville, was completed October 1, 1907. For this road, Knight purchased 40 acres adjoin-

ing DeSoto Park and also all of Hooker's Point, named for its original owner, William B. Hooker. The city waived its rights to the submerged lands around Hooker's Point, at Knight's request, just as it had done at Seddon Island. The Tampa Northern was officially absorbed by the Seaboard on July 1, 1912. As a result of Knight's achievements, the Seaboard obtained undisputed possession of more than five miles of waterfront—and an island of priceless value.

Work on the 20-foot channels was well advanced by early summer of 1908 and on June 25 the first large steamer arrived in Tampa. She was the 2,048-ton *Rio Grande*, a freighter of the Mallory Line. Almost everyone in Tampa swarmed to the waterfront to witness the history making event. The Mallory terminal had not yet been completed so the ship did not discharge or take on any cargo—just a few passengers disembarked.

Large seagoing ships began making Tampa a regular port of call late in 1908. The Mallory Line ran ships to New York, Key West and Mobile; the Southern Steamship Company started a service between Tampa and Philadelphia, and the Penn Steamship Line operated ships between Tampa and New Orleans. Terminals also were constructed by exporters of lumber and naval stores.

Ships began arriving in such numbers by late 1909 that the harbor became congested. It was obvious that the channel would have to be widened and deepened and more waterfront space made available. And at the insistence of Sparkman, Congress on June 25, 1910, authorized a tremendous development program, to cost \$1,750,000 or more—a project, which when developed completely, gave Tampa its harbor of today. It will be discussed later.

The most useless structure ever built in the Tampa area was constructed in 1909 in connection with the Seaboard's development of Seddon Island. The railroad put down many tracks for a switch yard just east of Meridian Street despite vehement denunciations of nearby property owners who declared that street traffic was being blocked. To still the outcry, the Seaboard built a long viaduct over the tracks from the end of Washington Street. East of the viaduct there was nothing but waste marshlands and the structure was never used except by Tampa's early motorists who tested their motors by driving up the steep eastern ramps. The structure, which cost at least \$100,000, was torn down in the early 1940s and its useless existence finally terminated.

Tampa Develops as a Commercial Center

Tampa's standing as the leading commercial center of the Florida West Coast was materially strengthened by the completion of the first major harbor development project in 1908. But it had won that stand-

ing at least twenty years before, soon after the first train puffed into town and gave Tampa rail connections with the outside world.

Tampa stores stocked all human needs from the cradle to the grave and people came to Tampa from far up and down the coast and deep inland, in sail boats and lumbering ox carts, to do their shopping. And, to get more business, Tampa wholesale establishments started sending out salesmen as early as the mid-1880s. Stopping in every community where there was a store, those pioneer drummers helped greatly to spread Tampa's fame.

By the turn of the century, Tampa wholesalers were sending goods to all parts of South Florida. The leading hardware wholesaler was the firm of Knight & Wall whose business had become so large by 1892 that it had to erect a new three-story business block at Tampa and Lafayette to house its merchandise.

In 1900 Tampa had three well-established wholesale groceries—J. Q. Brantley, I. S. Giddens & Co., and the Tampa Wholesale Grocery Company, operated by T. P. Lightfoot. Crenshaw Brothers and J. P. Hardee & Company were wholesale dealers in fruits and vegetables, Phillips & Fuller wholesaled building supplies. The Bentley-Gray Dry Goods Company was widely recognized as one of the leading wholesale dry goods firms of the state. Nick Kokin had built up a thriving business in tropical fruits. Both the Tampa Harness & Wagon Company, operated by Thomas N. Henderson, and E. D. Hobbs & Company were wholesaling bicycles as well as wagons, buggies and harness. Robert Mugge sold beer and liquor all over South Florida and his business was flourishing.

Most of the merchandise shipments to towns on Tampa Bay were handled at the turn of the century by the Independent Line, a subsidiary of the FC&P Railroad, which operated the *Manatee* and *Terasia*. The line was managed by W. R. Fuller. The boats docked at the foot of Jackson Street where a pier was rented from the city for \$50 a year. The *Manatee* was one of the best known boats which ever plied the waters of Tampa Bay and is still remembered by many old timers.

Freight and passengers also were carried on the trim little *Mistletoe*, owned by the Florida Fish & Ice Company, headed by John Savarese. And on January 16, 1900, the Plant Steamship Company put the fast *H. B. Plant* on the West Coast run; later, this fine boat was used in Tampa Bay.

Another famous boat, the *Favorite*, came to Tampa Bay on October 17, 1906. The 500-passenger steamer was purchased in New York for \$80,000 by the Tampa Bay Transportation Company, headed by F. A. Davis, pioneer St. Petersburg developer. At that time, Davis had visions of making St. Petersburg the West Coast's leading port, just as others had had before and still others have had since.

By 1908, so many steamers were operating on Tampa Bay that a steamship war developed, first one company and then the other cutting passenger fares and freight rates. The war was finally ended on March 27, 1909, when a merger of various interests was effected and the St. Petersburg Transportation Company was organized, headed by H. Walter Fuller. The company, commonly known as the Favorite Line, operated the *Favorite*, *Manatee*, *H. B. Plant*, *Terasia* and the *Vandalia*, a small 81-foot boat. The *Vandalia* soon burned in St. Petersburg and Fuller bought the *Pokonoket* to replace her.

The names of those steamers of yesterday are meaningless to the younger people of today. But their names should be preserved—they are symbols of one of the most glamorous periods in the history of Tampa, an era that has gone forever. Its passing was the inevitable consequence of the development of a new form of transportation—the automobile.

Devil Wagons Come to Tampa

A strange contraption chugged down Franklin Street one sunshiny day in February, 1901. At first glance, it looked just like an ordinary carriage. But no horses were pulling it—and it moved regardless. All of ten miles an hour—a terrific speed. To clear the way, the driver honked a horn repeatedly—and people came running from the stores to see what was happening. Horses tied up at hitching posts along the street looked at the weird vehicle, reared up on their hind legs and snorted in fear.

The contraption was a steam Locomobile—a buggy with an engine in the back. It was a strange creation but it ran, all by itself, and attracted no end of attention because it was the first "horseless carriage" ever driven on Tampa streets. The owner was Edward Manrara, one of the town's leading citizens, and the driver was Frank Bruen, manager of the Tampa Gas Company.

People laughed at Manrara for fooling around with such a crazy contrivance. Why, he couldn't go two blocks without getting stuck in the sand! And then he'd have to get some one to push him out and start him going again. Why didn't he stick to his dependable horse and buggy and be sure of getting to places he wanted to go?

But the devil wagons had come to stay. Before 1901 ended, Victor James, working in Fred Ferman's bicycle shop, built a gasoline car—and it ran. Early in 1902 Benjamin & Owens began selling Locomobiles in their bicycle shop at 608 Franklin and made their first sale to Dr. L. G. Larner. Later in the year Dr. H. H. Stebbins and Ed Bryan proudly drove Cadillacs through the streets and in February, 1903, Fred Ferman sold his first four cars—Oldsmobiles—to W. H. Kendrick, Ernest Berger, E. C. Tibbetts and Hubert King.

Ed Bryan was the first motorist to venture as far out of town as St. Petersburg. He made the long journey in the incredible time of eight hours.

That was truly fast time in those days because good roads were non-existent. The only roads the motorists had were actually little more than trails which zigzagged through the pine woods and around swamps and swales. In places, the wheels sank hub deep in clutching sand and in other places they sank in equally clutching mud. During the rainy season many of the roads were impassable for months. As late as 1905, Hillsborough County's annual appropriation for roads—and bridges—was just \$19,000 and Hillsborough at that time took in the present Pinellas County.

Motoring in those bygone days was true adventuring but, despite its hazards, the number of autos in Tampa increased steadily. By the beginning of 1906 there were more than a hundred in operation and the owners organized Tampa's first automobile club. Tours as far away as Clearwater and Tarpon Springs were made. And occasionally a few of the members journeyed way down to Manatee.

In October, 1909, City Editor Willis B. Powell of the TAMPA TIMES conceived the idea of promoting an endurance race to Jacksonville and return to focus public attention on the need for better roads. Publisher D. B. McKay gave his approval and so did the Tampa Automobile Club. And the race was run, starting on Tuesday, November 23, 1909—the first cross-country race in the history of Florida.

Eighteen cars took part in the momentous event. The contestants were: Ambrose Davis, in a Maxwell; Victor James, Maxwell; Isaac Craft, Chalmers-Detroit; Ed T. Lewis, Cadillac; Horace Williams, E-M-F; F. A. Wood, Reo; George Prestman, American; T. E. Bryan, Premier; L. R. Wood, Cadillac; Capt. H. L. Johnson, E-M-F; Dr. J. S. Helms, Premier; D. F. Owen, Ford; E. G. Hester, Hudson; Perry G. Wall, Chalmers-Detroit; C. W. Green, Franklin; C. E. Tufts, E-M-F; Joe B. Johnson, Buick, and H. E. Snow, Chalmers-Detroit.

Begoggled and enshrouded in linen dusters, the contestants left the TAMPA TIMES office early in the morning preceded by a "confetti" car, driven by the pilot, B. M. Reed. The car was called the "confetti" car because the pilot dropped confetti at crossroads so the drivers following would know the route. Others in the car were L. D. Reagin, director of publicity; Frank Bruen, chief observer, and Dr. J. S. Helms, race physician. Other race officials who went in other cars were C. W. Greene, chairman; E. F. Buchanan, secretary, and C. S. Washington, referee. The official starter was E. F. McConahay, sales manager of the Studebaker Company, who came to Tampa especially for the race.

The route selected was through Plant City, Dade City, Brooksville, Dunnellon, Ocala and Micanopy to Gainesville, the end of the first

day's run. Many miles of the so-called road ran through heavy sand and the drivers had to cut palmetto fronds and lay them in the ruts in order to proceed. The weather turned cold after the racers passed through Ocala and by the time they reached Gainesville, long after dark, some of the motorists were nearly frozen.

On the second day, the contestants went through to Jacksonville and then turned south to St. Augustine where they remained overnight. On the third day, Thanksgiving Day, they reached Kissimmee, and on the fourth day they limped into Tampa, begrimed and exhausted. The entire route of 543 miles was covered in approximately 53 hours of breakneck driving time, or about ten miles an hour.

The hard luck driver of the group was F. A. Wood, president of the First National Bank of St. Petersburg. While passing through Ybor City at the start of the race, he hit a 75-year-old man, Francis Falsone, and bruised him severely. At Plant City, he drove through a litter of pigs, killed several, and had to pay damages. Nine miles north of Ormond, on the return trip, he ran into a stump and broke an axle. He and his mechanic, Bert Joughin, tied it together with fence wire



Photo by Burgett Bros.

Bananas are not the principal import of Tampa but they are most photogenic. Many shiploads of the luscious fruit are brought in every week from the plantations of Central America.

and proceeded. And just before he got back into Tampa, he crashed into a tree and smashed his radiator.

None of the drivers made the run without some kind of a breakdown or accident. Two of the cars were so badly damaged that the owners had to drop out of the race. Forty-six blowouts and punctures were reported and eleven new tires had to be purchased.

Horace Williams, of St. Petersburg, was awarded first prize for the touring car group, and Perry G. Wall, second prize. Wall's car was called the "kid's car" because it was driven by two youngsters under 14, H. E. Snow, Jr., and Spencer Snow. First prize in the runabout class went to Ambrose Davis and the second prize to Victor A. James.

The endurance run was far more than just another auto race. It marked the birth of the Good Roads movement in Florida. In every town and village along the route, the contestants were greeted by enthusiastic crowds and everywhere they were told that every effort would be made from then on to get better highways for Florida. The good roads did not come at once, of course, but the need for them was recognized—and that represented a great victory for the Good Roads boosters.

Hardly anyone realized it then but the Good Roads movement was destined to have a tremendous bearing on the future growth of Tampa, Hillsborough County and the entire state of Florida.



CHAPTER X

TAMPA SPENDS FOR FUTURE GROWTH

A NEGRO DRIVING A TEAM of mules started crossing the newly-built Seminole Bridge on Pinellas Peninsula early Tuesday, September 12, 1911. When the team was halfway across, the flimsy structure began swaying from side to side—and suddenly it collapsed. The Negro and the mules fell into the bayou. The water was shallow so they got to shore unharmed.

The bridge was a wreck and down in St. Petersburg, automobile club members cursed fluently and long. For many, many months they had pleaded with Hillsborough County commissioners to build the sorely needed span and had even contributed \$2,500 toward its \$10,000 construction cost. And now it was ruined beyond repair. Half of it had floated out into Boca Ciega Bay and the other half was lying crazily on its side. If the bridge had been constructed right, the motorists moaned, this never would have happened. Just another example of Hillsborough County inefficiency, they said.

Two months later, on November 14, voters in the West Hillsborough district were called upon to approve or defeat a bill passed by the state legislature the preceding May providing for the creation of Pinellas County out of Hillsborough. Members of the St. Petersburg Automobile Club led the ratification fight. And the bill was approved 1,379 to 505. Pinellas County became a fact — and Hillsborough lost one of its fairest sections.

There is little doubt but that the Pinellas boosters would have won the separation battle even though the bridge had remained standing. However, its collapse gave them the last arguments needed for victory.

The county separation movement had been gaining strength year after year. People living on the peninsula claimed they were not getting their proper share of tax money for roads and schools. St. Petersburg people were particularly disgruntled because it took them so long to reach the county seat at Tampa. Going by train required a long, tiresome, 160-mile trip way up to Trilby, south to Lakeland and then west to Tampa. To drive to Tampa was next to impossible, even after automobiles came into use, because the roads were so bad. The trip had to be made by boat and schedules made it almost impossible to return the same day.

The people of the peninsula had other grievances — many more. So perhaps the division was inevitable, regardless of how much Editor McKay fought against it in his TAMPA TIMES and Editor Stovall railed in his TAMPA TRIBUNE. On January 1, 1912, Pinellas County came officially into existence.

Viewed from a political standpoint, the separation may have been a calamity. Nevertheless, Pinellas managed to forge ahead quite nicely after it was severed from Mother Hillsborough's apron strings—and Mother Hillsborough recovered rapidly from the shock. The entire Tampa Bay region continued to prosper.

Tampa itself kept booming. Its population more than doubled between 1900 and 1910, soaring from 15,839 to 37,782. It had become the second largest city in the state and was running close on the heels of Jacksonville. Key West had been far outdistanced — its days of prosperity had ended, largely because its once-flourishing cigar industry had fled. Its loss was Tampa's gain. The cigar industry continued to be the major factor in Tampa's growth and prosperity.

More than a hundred cigar factories had located in Tampa by 1910 and were employing 10,500 persons. The weekly payroll averaged \$200,000, almost 75 per cent of the total payroll of the city. The importance of the industry was plainly shown when the factories were forced to close because of general strikes.

The first general strike occurred August 5, 1901, when Cuesta Rey & Company disregarded a demand made by La Resistencia Society that it close a branch factory in Jacksonville. Members of the International Cigar Makers Union, then small, remained at work but members of La Resistencia caused so much trouble that production was suspended. Their members in other plants walked out in sympathy. The strike continued until November 25 when sixteen of the leaders of La Resistencia were rounded up by a secret "vigilance committee," marched aboard the *Marie Cooper*, and taken to Honduras where they were dumped unceremoniously on the beach. The federal authorities "investigated" the affair but discovered nothing.

Tampa's second general strike was called June 25, 1910, by the International Union when manufacturers engaged in a price war began cutting wage rates to lower production costs. Factories were closed for months and business stagnated. A Citizens Committee was organized, unofficially, to quell disorders which started when strike breakers were brought in. The strikers appealed to the governor, saying Tampa was unfair to organized labor. The governor came in, held public meetings, and gave Tampa a clean bill of health.

The dissension was climaxed by the fatal shooting of J. F. Easterling, a bookkeeper, when he was leaving the plant of Bustillo Bros. & Diaz. Two Italians, Angelo Albano and C. Ficarrotta, suspected of being the murderers, were arrested in West Tampa. Sheriff's deputies arrived to take them to the county jail. A mob seized the suspects near Grand Central and Howard, dragged them to a nearby oak grove, and hung them from a tree. On December 28 a grand jury reported that it could not get any information regarding the identity of the mob mem-

bers. The strike finally ended January 26, 1911, when the union ran out of funds to pay strike benefits. Tampa then became an open shop town and remained one for about seven years.

With the labor troubles ended, the output of cigars soon reached a new peak, due to the manufacturers' need for catching up with back orders. Payrolls climbed and merchants quickly made up for losses sustained during the period of inactivity. The entire city prospered.

The prosperity was materially increased by the record-breaking development then occurring in all of south Florida. Every section was booming.

One of the causes for the boom was the widespread publicity given to reclamation projects underway in the once-impenetrable fastnesses of the mysterious Everglades — and the nation-wide sale of the black Glades' mucklands, "richer than land in the Valley of the Nile."

The reclamation projects, started by Governor Napoleon B. Broward in 1904, seemed to be succeeding beyond all expectations in 1909. Some of the marsh lands around Lake Okeechobee became dry enough for cultivation and it looked as though a miracle had been performed. Clever land speculators who had acquired great tracts began waging gigantic sales campaigns in a super-hoopla manner.

The entire nation was overrun by the promoters' high pressure salesmen who insisted that a ten-acre farm in the Promised Land would



Photo by Burgert Bros.

This view of the mouth of the Hillsborough River, taken from the top of the Bay View Hotel in 1913, shows the marshy islands which were developed by D. P. Davis into Davis Islands. Little Grassy Island is shown at top center while beyond can be seen Big Grassy Island, also called Depot Key, Big Island and Rabbit Island. Part of Seddon Island can be seen at the extreme left.

make a person independent for life. In that Empire of the Sun, they raved, crops grew as though by magic, chickens never stopped laying, and life for man and beast was full and rich.

Retired school teachers bought farm plots and so did retired bankers, professional men and merchants. Even experienced farmers, desirous of living in the fabled land where flowers never die, purchased acreage. Men and women everywhere, from every walk of life, believed even the most fantastic tales about the Poor Man's Paradise. Sales ran into the millions.

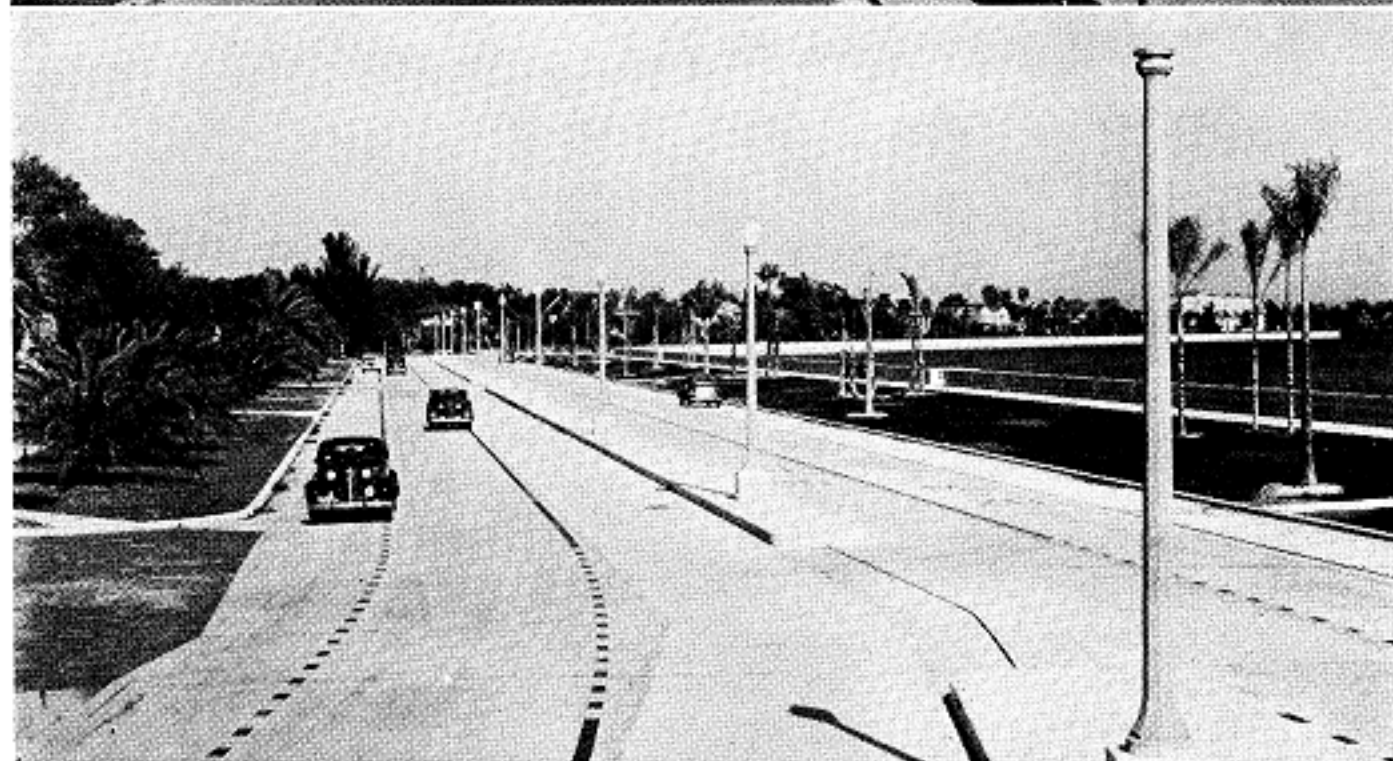
Unfortunately, the Everglades boom had a disastrous ending. Within a few years it became evident that the reclamation projects had failed and that the drying up of the Glades had been caused by an unusually long dry spell and not by the work of man. Most of the purchasers who came to Florida with high hopes never had a chance to try farming. They found that the land they had purchased was under several feet of water. One disgruntled purchaser moaned: "I have bought land by the foot; I have bought land by the acre but, by God, I never before bought land by the gallon."

Disastrous though the boom was, it had its beneficial aspects. The publicity given by the nation's press to the Everglades before the land swindle became apparent coincided with a burst of advertising by St. Petersburg, Miami and other mushrooming resort cities and helped make the entire country "Florida conscious." People became anxious to see the glorious place they read so much about — and to Florida they came. Their coming caused a statewide boomlet.

In Tampa, the boomlet brought a burst of activity. While it lasted, the city got its first worthwhile real estate development, its first modern bridge across the Hillsborough, its first real skyscrapers, its first city-wide paving program, its first effective sewage disposal system, its first union depot, and its first public library. And the county got its first hard-surfaced highways.

The real estate development was the brain-child of two men of vision who came to Tampa shortly after the turn of the century from Dandridge, Tenn.—Alfred Reuben Swann and Eugene Holtsinger. Swann was a wealthy plantation owner and financier; Holtsinger, a much younger man, had been a member of one of the leading law firms of Tennessee and owned large tracts of timber land in south Georgia and near Wauchula, Fla.

At that time, the west shore of Hillsborough Bay south of Hyde Park Avenue was a paradise for fiddler crabs. Dreary mud flats extended far down the bay. During the long summer months, seaweed left on the flats by high tides often decomposed and smelled to high heaven. Few persons cared to live in such a place.



Photos by Burgert Bros.

The evolution of Bayshore Boulevard is shown by these photographs. The top picture shows the mud flats which extended along the bayfront before Swann & Holsinger started development work in 1907. The center picture shows the boulevard as it looked in 1927 and the lower picture, taken in 1949, shows the boulevard as it is at present. South of the spot where the photographer stood the boulevard's two lanes are separated by a parkway.

Convinced that these unsightly plats could be converted into a high class residential district, the two newcomers from Tennessee organized the Swann & Holtsinger Company, purchased a large tract in that area, and started developing, Holtsinger directing operations. A suction dredge, named the *Holtsinger*, was constructed in the Hillsborough River and put to work. It was kept pumping day and night, covering the mud flats with clean sand brought in from the bottom of the bay. A strong seawall was built—and within a few years the development was completed. Suburb Beautiful it was called. And it was all of that. Today it is known only as a part of the Bayshore district.

Had the developers been so inclined, they could have sold the property next to the bay for residential lots and received fancy prices. But they were convinced that Tampa as a whole would be most benefitted by having a highway directly on the waterfront. So they built Bayshore Drive south from Swann Avenue to Rome Avenue where it tied in with a county road opened in the early 1890s in connection with the construction of the first trolley line to Ballast Point. In 1914, this county road was made into a boulevard, two 11-foot strips of brick pavement being laid at a cost of \$89,074. The boulevard was 3.12 miles long.

Development of the Bayshore section and also all the territory west of the river was hastened by the construction of a new bridge across the Hillsborough. It had long been needed. The bridge erected there in 1888 had been replaced in 1896 by a somewhat stronger bridge which cost \$66,000. But it was too narrow to accommodate the constantly increasing traffic and the draw gave trouble constantly. A movement to get a wider, better bridge was started soon after the turn of the century but a strong anti-taxation group blocked all attempts to get it financed.

The vitally needed improvement finally was obtained during the administration of Mayor D. B. McKay, first elected in 1910. An enabling act was passed by the state legislature on May 17, 1911, and on August 29 the city council passed an ordinance for the issuance of the necessary bonds. Plans were drawn by Alexander Twombly, consulting engineer of New York, and a contract for building the bridge was awarded May 8, 1912, to the Edwards Construction Company. The bridge, 80 feet wide, was completed the following April at a cost of \$240,000, the Tampa Electric Company paying \$50,000 of its cost.

The city election in the spring of 1912 was a no-quarter battle between the anti-taxation group and progressive citizens who realized that if Tampa hoped to move ahead, improvements would have to be made — and paid for. McKay was re-elected by a substantial majority for a four-year term. Immediately after the election he called a mass meeting to learn the views of citizens regarding the advisability of issuing enough bonds to get the needed improvements financed. More than 200 persons attended. Sentiment for the bonds was overwhelming.

The main test came August 20, 1912, when the proposed bond issue came up for approval or rejection by the voters. It called for bonds totalling \$1,700,000. Of that total, \$300,000 was for a new city hall, \$748,784.29 for paving and storm sewers, \$551,215.71 for a sewerage system, and \$100,000 for city docks and parks. The bond issue was strongly supported by the TAMPA TRIBUNE, as well as by Mayor McKay's TAMPA TIMES, and when the votes were counted it was learned that the bonds had been approved, 686 to 171. Tampa had decided unequivocally that the city must go ahead, regardless of the cost.

Plans for the new city hall were drawn by the Tampa architectural firm of Bonfoey & Elliott. It was erected at Lafayette and Florida on the site of the old city hall, built in 1890. Additional land needed was purchased from the estate of Dr. Sheldon Stringer, whose old home was on the northwest corner of Florida and Jackson, at the rear of the old city hall. The cornerstone was laid in January, 1915, with Masonic ceremonies. The principal speaker was Mrs. Maria Moore Post, widow of Madison Post, third mayor of Tampa, and mother of Dr. Duff Post, second Tampa-born mayor of the city. The building was constructed by the firm of McGucken & Hyer at a cost of \$235,000 and was completed and occupied late in 1915.

A new sewerage system, made possible by the \$1,700,000 bond issue, was one of the city's most pressing needs. Only a small part of the city had any sewers at all and those which existed, laid in 1890 and in 1900, emptied directly into the Hillsborough River, causing a dangerous pollution problem. With the bond money, sewers were laid everywhere within the corporate limits and Imhoff sewage disposal plants were constructed, the plans being made by Twombly & Hainey of New York City. The system was completed in 1915.

A 20-year-old demand for a union depot finally was answered in 1911 when the Atlantic Coast Line and the Seaboard joined forces and organized the Tampa Union Station Company, headed by Peter O. Knight. A contract for a depot to cost \$100,000 was awarded May 19 to W. C. Hobbs and the structure was completed May 15, 1912. At the same time the Southern Express Company erected an express building in the same locality. Construction of the depot was a victory for the TAMPA TRIBUNE which had fought for it for years.

Tampa's skyline was jabbed by skyscrapers for the first time in 1912 when the eight-story, 320-room Hillsboro Hotel was completed and two ten-story giants were started, one for Robert Mugge and the other for the Citizens Bank & Trust Company, headed by John Trice.

The Hillsboro, then the largest commercial hotel in Florida, was built by a company headed by Lee B. Skinner, a native of Wisconsin who came to Florida in 1883, located at Dunedin, and made a fortune in the citrus industry. The hotel was started late in 1911 and opened

in July, 1912. Associated with Skinner in the project were "Major" Charles Wright, one of the best known men of Tampa, and J. L. Tallivast, who had become wealthy dealing in naval stores in Manatee County. Wright had built a two-story concrete block building on Madison just north of the courthouse many years before. Cone's Livery Stable was located on the ground floor and, in the late Nineties, the county had its first high school overhead, on the second floor. The TAMPA TIMES also had its home in the building at one time and so did the post office.

The Hillsboro, situated just north of the Wright Building, filled a long-felt need in Tampa. Prior to its erection, the principal hotel open the year round was the De Soto, built in 1892-93 by Capt. R. F. Webb and Walter Parker. Designed by J. A. Wood, the architect who had planned the Tampa Bay Hotel and the county courthouse, it was topped by Moorish domes and minarets which Wood favored and was adorned by rambling wooden porches and stately marble columns in the lobby. However, the De Soto lacked modern bathroom facilities and the Hillsboro became Tampa's leading hotel, immediately upon completion. Later the De Soto was modernized and enlarged.

Robert Mugge, builder of one of the first ten-story skyscrapers, was a large, blond German who came to Tampa in 1884 and made a fortune in the wholesale beer and liquor business. He first attracted attention in December, 1884, when he put up the first street lights in town in front of his Jackson Street home and bottling plant. The lights burned oil. At that time he also laid the first concrete sidewalk. Said the TAMPA TRIBUNE: "Mugge's example is one that many other good citizens would do well to follow."

Six years later, in April, 1890, Mugge organized the Tampa Electrical Illuminating Company, installing a generator in his ice plant on Central Avenue, and started supplying electricity to the scrub district. But he could not get a street lighting contract from the city and the venture was unprofitable. He more than made up for his loss, however, through his wholesaling of alcoholic beverages. His business grew year after year. Foreseeing even better business in 1898 when Tampa was first mentioned as an embarkation point for troops, he wired the Annheuser-Busch Company for a trainload of beer. The company wired back: "There won't be a war and we don't sell beer by the trainload." But there was a war and Mugge did get beer by the trainload — and he profited handsomely.

Mugge first planned his skyscraper for use as a warehouse. But before it was completed he changed his mind and decided to turn it into a hotel. On each floor there was a large, ornately decorated lounge. Said Mugge "The way I've got it figured out, this hotel is a cross between a YMCA and a ten-story bar room." When opened the hotel was called the Bayview.

Old timers say that Banker John Trice was "goaded" into constructing his ten-story skyscraper by friends who kept telling him that Tampa sorely needed a towering office building to give the city distinction — and that he was just the man to build it. Finally convinced that his friends were right, Trice proceeded to construct the finest office building on the Florida West Coast. It was completed in the spring of 1913 at a cost of more than \$600,000. The first offices in the building were rented by Insurance Man James C. McKay.

Two more outstanding buildings were constructed during 1913, the Elks Building and the Knights of Pythias Building. The lodges built their homes on sites where well-known Tampa citizens had lived for many years, the Elks at the old homestead of Dr. John P. Wall and the Pythians at the homestead of John T. Givens, on the southeast corner of Lafayette and Morgan. The K. of P. building has been used since 1925 by the Tampa Chamber of Commerce.

Expansion of Tampa's public utilities, made necessary by the city's rapid growth, was symbolized in 1914 by the construction of a large, four-story telephone building by the Peninsular Telephone Company.

The Peninsular was organized in March, 1901, by William G. Brorein, a native of Ohio, and several of his northern business associates. The Southern Bell Telephone Company was then operating in Tampa but its service left so much to be desired that Brorein had comparatively little trouble in getting a franchise. The two companies competed with each other until 1906 when the Peninsular purchased all the holdings of the Bell in Tampa and its suburbs. This was the first instance of a Bell system being bought out by an independent.

In 1914 the Peninsular faced a crisis. The common battery system, which had served for over a decade, was becoming antiquated and the exchange on Zack Street, over a music store, had become outgrown. The company faced the necessity of installing a new system, a new exchange and erecting a building of its own. To do this, a million dollars of new capital had to be raised. It was quickly obtained. President Brorein insisted upon getting the best equipment obtainable and, as a result, Tampa won the distinction of being the first large city in the South to get automatic telephones. The automatic system was "cut over" on March 4, 1915.

Expanded facilities also were needed by the Tampa Gas Company because of the city's growth. This company was organized in 1895 by A. J. Boardman and Frank Bruen, of Minneapolis, with Edward Manrara, cigar manufacturer, advancing most of the money. Peter O. Knight also was a member of the company. A small gas plant and a 30,000-cubic foot storage tank were constructed.

In the beginning, the gas company had difficulty in meeting expenses. Wood was cheap, colored cooks were plentiful, and few persons

wanted to go to the expense of piping gas into their homes. The company probably would have gone under had it not secured a contract from the city for 250 gas street lights, installed in 1898.

In 1900 the gas company was purchased by a syndicate of Eastern capitalists headed by John Gribbel, of Philadelphia. Three years later the company had only 363 customers and of those, only 109 had gas cook stoves. But the "new-fangled" fuel finally became popular and by 1910 the number of customers had increased to 1,160 and annual sales totalled 35,000,000 cubic feet. Thereafter, the number of customers increased ever more rapidly and in 1912, a 600,000-cubic foot storage tank had to be erected and a much larger plant built. In that year the company also moved into its new Tampa Gas Building.

During 1913 Tampa got a unified street car system. The Tampa & Sulphur Springs Traction Company, which had built a line to Sulphur Springs in 1907, had thereafter established other lines in the city and competed with the Tampa Electric Company. But the city could not maintain two systems and in 1911 the younger concern, headed by John P. Martin, went into the hands of a receiver. Two years later it was purchased at receiver's sale by the Tampa Electric and the two systems were consolidated. The company then had 47 miles of track and was operating 67 trolley cars, 63 of which were open.

Four other history-making transportation developments occurred during 1914: Tampa got its first direct railroad connection with St. Petersburg, Hillsborough County built its first highway system, Tampa became one of the terminals of the first airplane line established in the world, and work was started on the Ybor Channel.

The railroad linking St. Petersburg and Tampa was built by the Tampa & Gulf Coast Railroad organized in Tampa September 17, 1909, by a group headed by Charles H. Brown. The company completed a road to Tarpon Springs in September, 1910, and a line to Clearwater was completed on April 1, 1914. This road was extended into St. Petersburg on September 22. Prior to its completion, people who wanted to go by rail between Tampa and St. Petersburg had to go on the Atlantic Coast Line by way of Trilby, a jaunt of some 160 miles. Shortly thereafter the Tampa & Gulf Coast was absorbed by the Seaboard, with which it had always been affiliated.

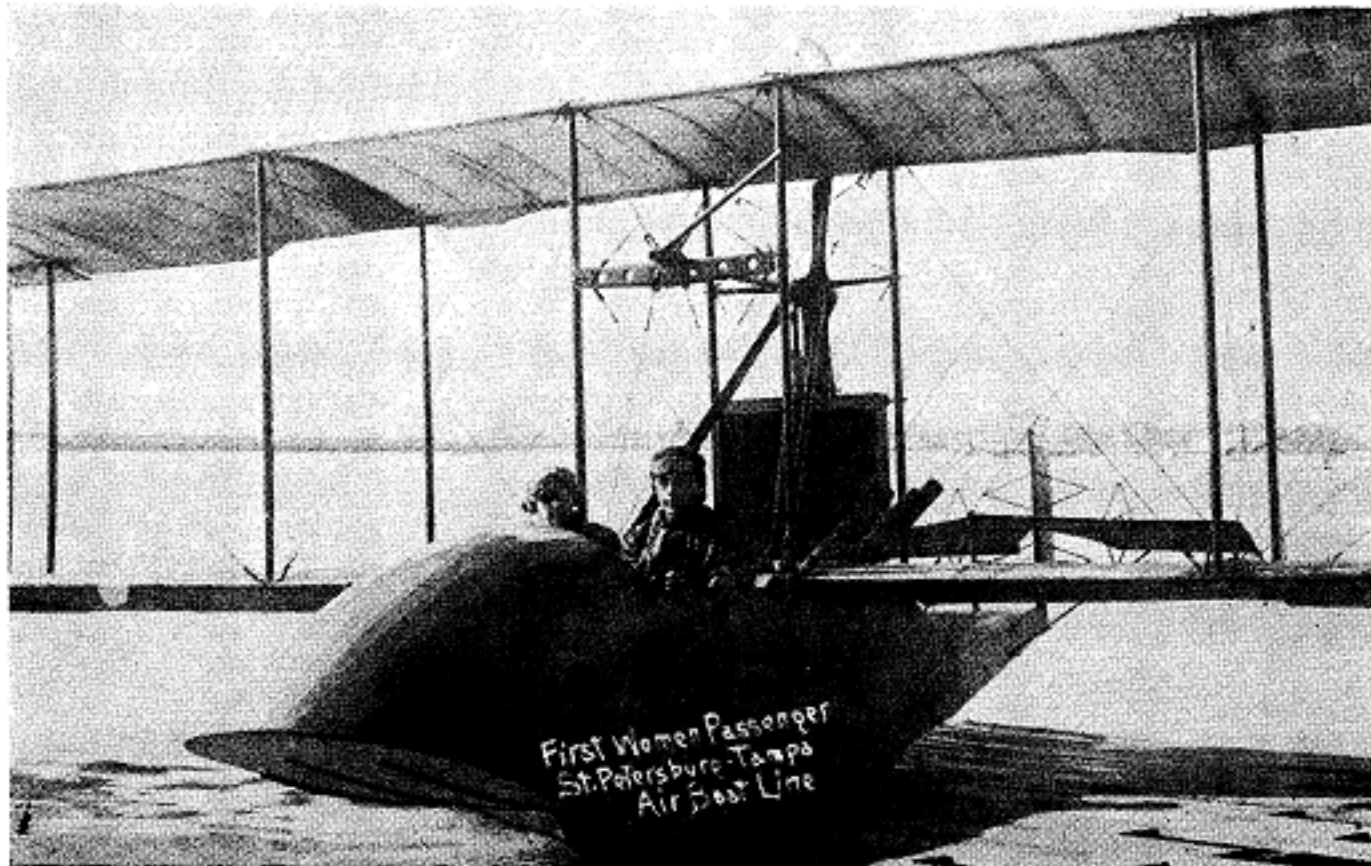
Tampa and St. Petersburg received national publicity in 1914 through the establishment of the St. Petersburg-Tampa Airboat Line by the Benoist Aircraft Company, of St. Louis. The line was financed by St. Petersburg boosters as a publicity stunt and never was a financial success. But from an advertising standpoint it was worth every cent it cost, due to the fact that it was the world's first commercial air line.

The Benoist company sent its first plane to St. Petersburg December 31, 1913. It was hastily assembled and the next day, the com-

pany's star pilot, Tony Jannus, made the first flight to Tampa. He took with him as a passenger A. C. Pheil, of St. Petersburg, who paid \$400 for the privilege. The hydroplane landed at the foot of Lee Street at 10:30 a. m., the trip taking 23 minutes. A crowd of more than 3,000 was on hand to greet the intrepid adventurers. Movies were made by Photographer W. C. Burgert. The first landing is pictured in a mural painting in the administration building of the Peter O. Knight Airport.

The inauguration of the air service received national publicity and of course both Tampa newspapers gave it a big play. In telling of the epochal flight, the TAMPA TIMES said that Jannus flew about 50 feet in the air most of the way from St. Petersburg but that when he approached Tampa "he rose to about 150 feet so as to give his passenger a better view of the city which must have been a wonderful one indeed. Jannus can go even higher if he chooses." The reporter added that Jannus would have cut a minute or so off the 23 minutes required for the flight had his speed not been reduced by the bunting which decorated the plane.

The first parcel carried on the airboat line contained photographs sent on January 2 to the Tri-Color Engraving Company of Tampa by the ST. PETERSBURG TIMES, who wanted to have cuts made in a hurry. Clyde Glenn, manager of the engraving company, said he would have the cuts ready for Jannus to take back the next day. But on January 3,



This photograph, taken on January 2, 1914, was published in newspapers throughout the country. It shows the first woman passenger of the nation's first commercial air line, between Tampa and St. Petersburg. The pilot was Tony Jannus and the passenger Miss Mae Peabody, of Dubuque, Ia.

Jannus' plane capsized in the bay so the cuts were sent to St. Petersburg by train.

The first express shipment of the line was made January 12 when the Tampa branch of Swift & Company sent a case of Swift Premium ham and bacon, weighing 40 pounds, to the Heffner Grocery Company, of St. Petersburg. Photographs of the ham and bacon being loaded on the plane were later used by the company in its national advertising.

Two more planes were sent to St. Petersburg by the Benoist company during January but the line lost money from the start and was kept alive only through subsidies. When it ceased to be a novelty of publicity value, the subsidies were stopped and the flights were discontinued, early in the spring. Jannus went to Russia for the Benoist company during World War I and was killed October 12, 1916, while making a test flight.

Jannus was not the only pioneer aviator who flew at Tampa. Lincoln Beachey thrilled Tampanians by flying over the city at night and A. C. Beach provided more thrills by his stunts at Plant Field. His feats were climaxed February 8, 1915, by a crash at the entrance to the Gordon Keller Hospital. Badly hurt, Beach crawled out of the wreckage and staggered into the hospital for treatment.

Before 1914 came to an end, Hillsborough County motorists got something they had dreamed about for years — a system of highways they could drive over without getting bogged down in sand or mud. Hard-surfaced roads — 75 miles of them — were constructed. Money for them was obtained from a \$1,000,000 bond issue approved by the voters Tuesday, July 29, 1913.

For weeks before the election both newspapers had editorialized on the vital need of a good highway system. "A vote against the bonds is a vote for the return of the dark ages," warned the TAMPA TRIBUNE.

When the big day came, the bond issue was ratified by an overwhelming majority, 3,041 to 786. But it must be recorded that the issue passed only because of the support it received in Tampa and West Tampa. Elsewhere in the county it was defeated, 417 to 352. Every other community turned it down, even Plant City, 124 to 122. The largest adverse votes came in the "cattle belt." Riverview rejected the bonds 64 to 2, Wimauma 42 to 11, Seffner 30 to 11, and Ruskin 33 to 10. Foreseeing the day when they would have to fence in their animals, the cattle barons and their followers showed they were convinced that highways were not needed or wanted.

Despite the cattlemen, the highways were built. Most of the roads were surfaced with brick and were nine to twelve feet wide. Two contracting firms were given the bulk of the business: The Edwards Construction Company and Kendrick, Webb, Davis & McNeil. The cost ranged from \$10,000 to \$15,000 a mile. The finished highways left

much to be desired but in comparison to the so-called roads Hillsborough had before, they were marvelous.

Incidentally, the million dollar bond issue was the first of that amount issued in Florida for highways and one of the first in the United States.

While the county was getting its highways, Tampa acquired 85 miles of paved streets, the cost being assessed against the property owners benefitted and the city paying only for intersections. At long last the reign of King Sand had come to an end.

Construction of Ybor Channel, the key project in Tampa's harbor development program, was made possible by a Federal appropriation of \$1,750,000 authorized June 25, 1910. The channel was dredged in a marsh which had once been part of the military reservation and was then owned by A. R. Swann, Andrew J. Knight, and Wilford C. and Guy C. Clarkson. Another large tract was held in the name of Charles Ball—it had been deeded to him by his father-in-law, Stephen M. Sparkman, before the latter became congressman.

The government insisted that the city must secure at least 700 feet on each side of the channel before dredging would be started. Giddings

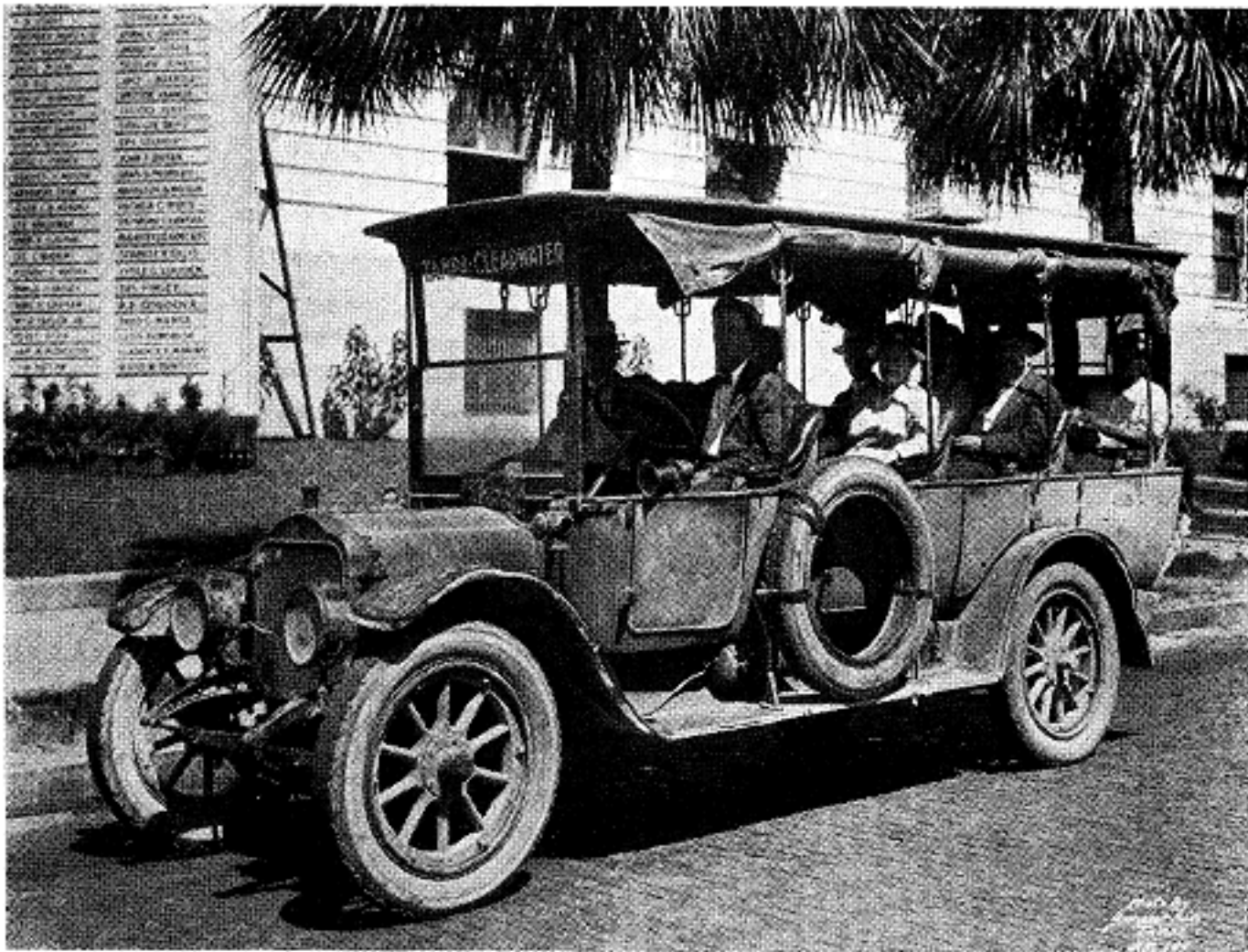


Photo by Burgess Bros.

This road-battered White automobile provided the first bus transportation out of Tampa. The picture was taken in 1919 in front of the post office.

Mabry, then city attorney, started negotiations immediately with the property owners and the necessary land was secured late in 1911, the arrangements providing that the owners should be paid with certificates which could be used to pay taxes on remaining lands for eight years. Dredging was started February 19, 1912, and proceeded rapidly thereafter. Ybor Channel and Sparkman Channel, connecting it with the main channel running south from the mouth of the river, were made 24 feet deep. Sand obtained from the channels was used to fill the surrounding marsh land and build up Hookers Point.

An additional appropriation of \$1,450,000 for deepening all the channels to 27 feet was voted by Congress August 8, 1917, with the proviso that the city must first build adequate piers and warehouses on the city-owned land and also build a municipally owned railroad which would connect with all railroads entering the city and would serve both sides of Ybor Channel. The city failed to comply with these conditions at that time but, because of the use made of the harbor during World War I, dredging was continued regardless. The first development project on the new harbor consisted of a 1,000-foot dock and large warehouse built by the Swann Terminal Company just east of the foot of Meridian Street.

Of all the things which Tampa built during the busy 'teens probably nothing pleased more people than the city's first public library.

The library drive was launched about 1905 by Miss Louise Frances Dodge, society editor of the TAMPA TRIBUNE, who insisted that Tampa should endeavor to secure a grant from the Carnegie Foundation. She interested the Women's Club but, strangely enough, strenuous opposition developed. Many persons insisted that Tampa should never, never stoop to accepting Andrew Carnegie's "tainted money" and they fought the movement incessantly. Finally, however, a \$25,000 Carnegie grant was secured in 1912 through the able assistance of Hugh C. Macfarlane, and a year later the grant was increased to \$50,000. At the same time, Macfarlane got a grant for a library in West Tampa.

After the \$50,000 grant was pledged, a long fight developed over the location of the proposed library. Some said it should be built on the Tampa Bay Hotel grounds, which the city owned, and others held out for a downtown location. After heated arguments, a site on Seventh Avenue near Franklin was purchased for \$15,000 and the building was constructed by Aulick, Bates & Hudnall. The architect was Fred James.

The library was completed June 30, 1915, but its opening was long delayed by the refusal of the city council to appropriate sufficient money to furnish and maintain it. The most the council would agree to give was \$5,000 a year; the library board insisted \$15,000 was needed.

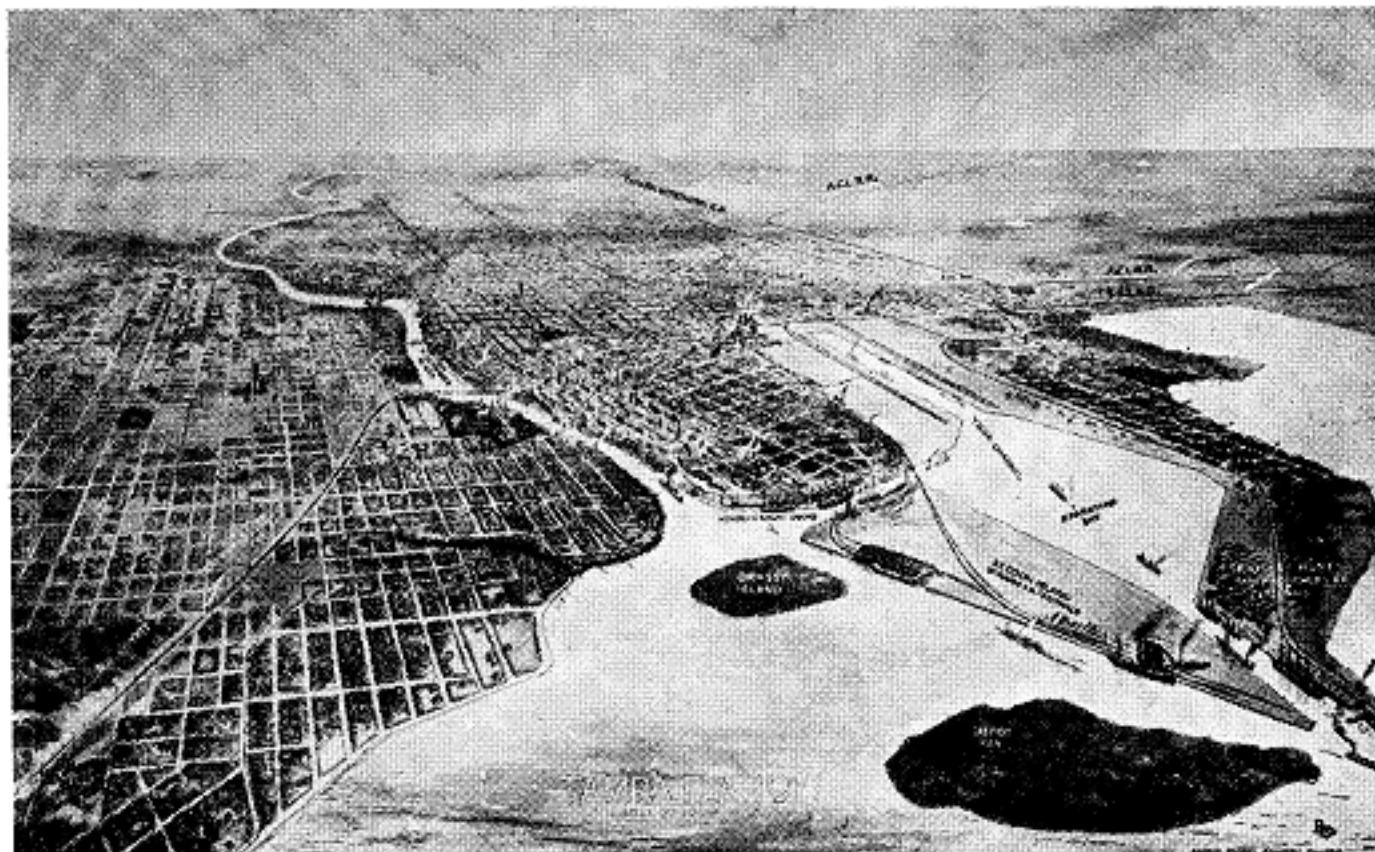
Finally, after endless wrangling, the city council agreed to give \$10,000 and the library was opened to the public Friday, April 27, 1917. Its only books then were 3,800 which had been donated by Mr. and Mrs. L. H. Lothridge.

Members of the first library board were J. A. M. Grable, E. D. Lambright, Henry Giddens, E. L. Robinson and W. L. Parker. Miss Helen Virginia Stelle was the first librarian and Miss May Lewis, assistant librarian. Included among the women who assisted in the library movement were Mrs. J. C. McKay, Mrs. U. S. Bird, Mrs. W. L. Ligat, Miss Lottie Watkins, Mrs. W. C. Richards, Mrs. C. W. Greene Mrs. M. M. Taylor and Mrs. S. L. Lowry.

Tampa During World War I

Like all other communities throughout the nation, Tampa and Hillsborough subordinated everything during 1917 and 1918 to the main task of winning the World War. Scores of leading citizens spent much of their time on Liberty Loan and Red Cross drives and hundreds of young men entered various branches of the armed services.

The worst tragedy of the war for Tampa was the sinking of the U. S. S. Tampa, the crew of which included 23 Tampa youths, in Bristol Channel on September 26, 1918. The ship was torpedoed by a German



This is an artist's conception of Tampa as it appeared in 1912. The drawing appeared in a Tampa Board of Trade advertising folder issued in that year. Tampa was lauded as "The City With the Pay Roll which makes more hand-made clear Havana cigars than the Isle of Cuba, averaging a million a day." At that time work had barely started on Ybor Channel and Sparkman Channel but the artist painted ships in them regardless.

submarine or hit a mine while in convoy service and sank with all on board. None of the bodies were recovered.

The names of the victims of the disaster, as well as the names of all others from Hillsborough County who made the supreme sacrifice during the conflict, were engraved on monuments and markers set up by the Rotary Club on a highway which had been constructed immediately after the war at a cost of \$870,000. The highway, fifteen feet wide, extended from Howard Avenue to the Pinellas County line and was 13½ miles long. It was completed March 5, 1920. At that time the highway was one of the finest in the state. It was dedicated by the Rotary Club January 1, 1921, as a memorial highway in honor of the war heroes.

During World War I, shipbuilding became an outstanding industry in Tampa. In former years, schooners and yachts had been constructed by the Tampa Steam Ways, headed by Capt. John Miller, but the building of large ships was not undertaken until 1916 when Ernest Kreher, head of the Tampa Foundry & Machine Co., got a contract from the Central Hudson Company, of New York, for a 2,500-ton ice breaker. The hull was built on Ybor Channel and the ship was completed at the company's plant on the river. Named the *Poughkeepsie*, it was launched in May, 1917.

Shortly before the ship was completed, Kreher organized the Tampa Shipbuilding & Engineering Co., capitalized at \$800,000. The company then built two 3,500-ton merchant ships, the *Everglades* and *Lithopolis*, which were sold to the British government. Late in 1917, the properties of the company were leased to Oscar Daniels, of Chicago, who had gotten a government contract for building ten 10,000-ton ships. His firm, called the Oscar Daniels Company, completed the ships during the war period, employing 3400 men at the peak. Daniels' six-year lease on the properties expired in 1923 and the Tampa Shipbuilding & Engineering Co. again took possession.

Eight 286-foot, 3500-ton wooden cargo ships were built for the United States Shipping Board during the war by the Tampa Dock Company, headed by J. L. McGucken, C. J. Hyer and A. J. Knight. The company had its yards on Ybor Channel.



CHAPTER XI

THE FLORIDA BOOM—AND AFTERMATH

TAMPA'S FUTURE LOOKED anything but bright in the early 1920s. Record-breaking prosperity which had come with the activity of war days appeared to be a thing of the past. For many months the city seemed to be slipping backward and even the most optimistic began to lose faith.

The first blow suffered by the city was the closing down of the shipyards of the Tampa Dock Company and the Oscar Daniels Company which had employed more than 5,000 men during 1918. Tampa Dock closed first. The Oscar Daniels yards remained open a while to build two 12,000-ton steel tankers for Standard Oil and then they too stopped operations. Many of the employees encountered difficulty in finding other jobs.

To add to the city's troubles, the cigar industry was prostrated by a general strike. It resulted from the determination of cigar manufacturers to weaken or destroy the cigarmakers' union which had gained strength rapidly during the war years and, according to the manufacturers, had started making unreasonable demands for shorter working hours and higher wages.

To accomplish their ends, the manufacturers fostered the organization of the Torcedores Society. The members of this society demanded an open shop and the manufacturers were sympathetic to their demands. In retaliation, the International Cigar Makers Union called a general strike on April 14, 1920. A total of 7,613 union men quit work. All the cigar factories closed and approximately 3,500 other employees were thrown out of work. The industry was inactive for the remainder of the year and the resultant loss of payrolls affected all lines of business.

The strike was not ended until early in 1921 after the union had paid out nearly a million dollars in strike benefits and had become almost bankrupt. In the end, the manufacturers scored a victory—the cigarmakers were forced to accept the open shop. But the victory was costly for the manufacturers. Because of the strike, production of cigars dropped from 410,000,000 in 1919 to 227,000,000 in 1920 and a number of the companies were hard hit by the loss of income. Many small factories were never reopened.

Tampa's gloom in late 1920 was increased by the business depression which then prevailed throughout the nation. The depression was short-lived but acute while it lasted and few persons with money cared to make new investments.

By fall of 1921, however, the worst of the depression was over and the nation once more began to enjoy prosperity. Tampa took heart

again—and then came the worst hurricane the city had experienced since the terrific storm of 1848. It hit on Tuesday, October 25.

The hurricane developed in the Caribbean, swung around the western end of Cuba, proceeded northward to the latitude of Tampa Bay and then swung inland. The wind was preceded and accompanied by a deluge of rain; 6.48 inches fell during a 24-hour period. The barometer fell to 28.81 by 2 p.m. Tuesday and the wind attained a recorded velocity of 53.8 miles an hour. Gusts exceeded a hundred miles.

The strong wind played havoc with communication lines and Tampa was isolated for hours from the rest of the world. Scores of roofs and signs were blown away. But the worst damage was done by water blown into Tampa Bay from the Gulf. It rose higher and higher until it reached 10.5 feet above mean low tide, five feet higher than in any other hurricane since 1848. The seawall along Bayshore Boulevard was destroyed in many places and water poured into many of the city's finest homes. Long stretches of the Ballast Point streetcar line were undermined. Many bridges were washed out. Scores of houses at Edgewater Beach, De Soto Park and Palmetto Beach were inundated. Sunset Beach was almost entirely wiped out. Wharves were destroyed and the steamer *Favorite*, then owned by the Wilson Line, was driven ashore and badly damaged. The total damage in the Tampa area was estimated at about \$500,000.

Everywhere in the Tampa Bay region, people who lived along the waterfront experienced thrills as the water came in and overflowed their lawns and poured into their homes. But no one drowned. Great excitement was caused by a report that Pass-a-Grille had been buried under five feet of water and that 150 lives had been lost. But when a government ship reached there on Wednesday it was learned that not one person had been killed or injured and that property damage was negligible.

Although the hurricane did far less damage to Tampa and other Tampa Bay cities than often was done to northern cities by tornadoes or cyclones, many persons believed that news stories about the storm would be bad publicity and cause winter visitors to shun the entire West Coast. But there was no cause for alarm. No one realized it then, but by the late fall of 1921 the Big Florida Boom was underway—and nothing could stop it, not even a hurricane.

The Big Boom, one of the strangest phenomena of America's real estate history, was a direct outgrowth of World War I and started soon after the war ended. Because of the war, the public's reservoir of capital was filled to overflowing. Farmers became rich. Factory workers piled up savings. Industrialists and financiers made millions. Everyone, or nearly everyone, had money to spend. Thousands of northerners who

never before had ventured beyond their own states decided to spend some of their money to go to Sunny Florida. For years they had read about the glamorous state—now at last they could sally forth and see for themselves what Florida was really like, and bask in its sunshine.

Some of the adventurers came in palatial yachts and private railroad coaches. Others less affluent came by Pullman and day coach. And many, many others came in automobiles—automobiles they had purchased during the war years but had never used before for long journeys. Now, with the war over, the proud owners had the chance to ramble southward. To make sure they would have a place to sleep and something to eat, they piled their cars with tents, and bedding, and great boxes of canned food. They soon became known as Tin Can Tourists.

The first definite sign that a boom was in the making came with the first big invasion of Florida by the Tin Canners during the winter of 1919-20. They formed one of the most motley caravans the world had ever seen. Shiny limousines bumped fenders with dilapidated flivvers; sophisticated urbanites rubbed elbows with country hicks. All highways leading south were crowded. Despite slippery, slithery roads, the Tin Canners came. They swarmed all through South Florida and packed resort cities. Makeshift tourist camps sprang up almost overnight. Unsightly places they were, with rubbish thrown everywhere and almost non-existent toilet facilities. They were the best Florida then had to offer—and many Florida cities made no attempt to provide anything better. But Tampa did, at De Soto Park, and as a result the



Photo by Burgess Bros.

More than 13,000 cigar makers were employed by cigar companies in Tampa during the late 1920s.

Tin Can Tourists of the World organized here during the winter of 1921-22. The organization is still alive and active.

The invading tourists—Tin Canners and those who came by rail and water—dumped millions and millions of dollars into Florida. Not only for food and lodging but for homes. And land on which they could build and thereby be sure of having a place to live. They were the progenitors of the Big Florida Boom.

The boom was accelerated by the magic of real estate profits. Thousands of tourists made enough money by buying lots one year and selling them the next to pay all the expenses of their winter vacations. And plungers who bought business property, acreage, or blocks of lots in well-located subdivisions, reaped golden harvests.

Returning north, they spread the word about the wonderland of Florida where fortunes could be made while revelling in the sunshine. Like an epidemic, the "Florida fever" spread throughout the nation. Speculators, as well as tourists, began flocking here from every state. With them came an army of real estate salesmen, young and old, who posed as golfers and wore knickerbockers after the fashion of the day. High-pressure lads they were, and they stopped at nothing to make sales.

The Florida boom was on—in all its fury!

It was a phenomenon which is hardly comprehensible to anyone who did not live through it. It was like an insidious disease, spread by the germ of quick and easy profits. A disease which swept the entire state like an epidemic, afflicting the foolish and the wise, the gullible suckers and the most astute financial giants. Hardly anyone was immune.

In Tampa, the disease was mild in the beginning, and few persons were affected. In fact, hardly anyone knew such a disease existed. Unprecedented activity in real estate seemed to be merely a normal concomitant of healthy growth.

From the end of World War I up to the winter of 1922-23 there was a slow but steady rise in realty values. Nothing spectacular—just an increase which the city's growth completely justified.

And Tampa truly was growing. Part of the growth was due to a continued influx of winter visitors. But most of it resulted from the fact that Tampa maintained and strengthened its standing as the commercial center of all southwest Florida. All that section of the state was then developing with startling rapidity and, as it developed, Tampa expanded and prospered to the same degree. To serve the mushrooming cities of St. Petersburg, Clearwater, Lakeland, Bradenton, Sarasota, Fort Myers and other favored children of the boom, more and more wholesale and distribution firms were established here and each firm brought new people to the city. All the newcomers needed homes in which to live. And, in supplying them, contractors and real estate salesmen prospered amazingly.

The greatest activity in high-class residential properties occurred in Interbay Peninsula. This was due in large measure to the development work done years before by Swann & Holtsinger in the Bayshore section and by the Tampa Bay Land Company, headed by James F. Taylor, in the Palma Ceia region. At the latter place, the Palma Ceia Golf Club completed an 18-hole course in February, 1917, and many club members built homes close by. Prior to that time, the only place Tampa's golfers had to play was at Rocky Point where the Rocky Point Golf Club built a course in 1906.

Development of Interbay Peninsula was given a tremendous boost during the winter of 1922-23 when it became certain that the long-talked-about Gandy Bridge was to become a reality.

Gandy Bridge was the creation of George S. Gandy, known to everyone on the Florida West Coast as "Dad" Gandy, who had gone to St. Petersburg in 1903 from Philadelphia and had taken a leading part in the development of the Sunshine City.

The idea of spanning Old Tampa Bay with a bridge and thereby cutting the distance between Tampa and St. Petersburg from 43 to 19 miles did not originate with Gandy. John P. Martin, one of the promoters of the Tampa & Sulphur Springs Traction Company, had the same idea in 1908 and H. Walter Fuller, of St. Petersburg, had visioned a bridge in 1910. But neither Martin nor Fuller carried the structure beyond the dream stage. Gandy did. He started making surveys in 1915 and by 1918 had purchased the right-of-way and had secured permits from the War Department and a franchise from the Florida state legislature. Further progress was halted first by World War I and then by the 1920-21 depression. But as soon as the depression ended, Gandy renewed his efforts to raise enough money to finance construction costs.

Getting the bridge financed was not easy, particularly since Gandy was determined to retain a controlling interest in the bridge company without putting up any money to pay for stock. He might never have completed the project had it not been for a man he employed in September, 1922—Eugene M. Elliott, as clever a promoter as ever came to Florida. A man of mysterious background but unlimited nerve, Elliott had the reputation of being able to sell anything, regardless of its merits.

Elliott brought in a crew of high-powered salesmen. He hired publicity and advertising men, the best he could find. He put on a sales campaign like nothing the West Coast had ever seen before. And within 122 days he succeeded in selling \$2,000,000 worth of preferred Gandy Bridge stock and 66,666 shares of no-par value common stock.

As soon as it became certain that all the stock would be sold, Gandy started construction work on the bridge. Or, to be more exact, on the bridge and the causeways— $3\frac{1}{4}$ miles of causeways and $2\frac{1}{2}$ miles of reinforced concrete bridge, 22 feet wide. Work was started late in 1922 and completed in the fall of 1924.

The bridge was officially opened with a big celebration Thursday, November 20, 1924. A rope of flowers stretching across the bridge was cut by Florida's governor, Cary A. Hardee, while the governors of sixteen other states, city officials of Tampa and St. Petersburg, and a throng of distinguished citizens looked on and cheered. Tampa was represented at the ceremonies by Mayor Perry G. Wall, City Commissioners Sumter L. Lowry and W. A. Adams, and County Commissioner Oscar Ayala. Also by "Miss Tampa"—Miss Sara Keller.

There is no doubt but that Gandy Bridge was an important factor in the development of both St. Petersburg and Tampa. At the time it was completed it was the longest automobile toll bridge in the world, and unnumbered thousands of Florida's winter visitors came to Old Tampa Bay to travel over it. Moreover, the bridge was publicized throughout the country in newspapers, magazines and movies and the publicity helped the entire Tampa Bay region. What was even more important, from Tampa's viewpoint, was that the bridge served to bring the prosperous lower Pinellas Peninsula region almost next door to Tampa's merchants and wholesalers.

While construction work on Gandy Bridge progressed, Interbay Peninsula spurred ahead. James F. Taylor continued with his Palma Ceia projects. Companies headed by A. J. Simms put New Suburb Beautiful and several other outstanding subdivisions on the market. Lloyd & Skinner had their Belmar development; Thomas C. Hammond sold Virginia Park, owned by the estate of Mrs. Potter Palmer; John McMillan Harvey had Sunset Park, and C. V. Starkey, Two Pines.

There were literally scores of other subdivisions in the Interbay section, some good, some not so good, ranging in size from a few acres to several hundred. In many of them, little money was spent for improvements. The streets were graded, a few sidewalks laid, flowers and shrubs planted to "pretty them up," and that was just about all. It was up to the salesmen to sell the lots on the strength of the work being done by "Dad" Gandy on his bridge. And sell them they did, by the thousands, at fabulous prices.

The first definite proof that people were determined to go on a real estate spree was furnished during 1923 and 1924 when there was wild speculation in properties along the main roads leading to the bridge. Acreage prices zoomed from around \$50 an acre to as high as \$10,000. And the price of lots along the main arteries skyrocketed to unheard of heights. All such lots were to be business lots—naturally! Stores, hotels and apartments would line the main roads from downtown Tampa to downtown St. Petersburg. Immediately! So the prices went up and up.

The rapid development of Interbay soon made evident the fact that something would have to be done to provide drainage. Since the section is as flat as the proverbial pancake, home owners often found

their houses surrounded by water during the rainy season. Weeks often passed before the water drained away. To remedy the situation, the Interbay drainage district was created and work was started on one of the largest drainage projects in the state. It extended through 250 subdivisions in which 25,000 lots had been marketed. The system was completed by January 1, 1928, at a cost of \$2,338,000. It worked—but it ultimately proved to be an unbearable burden for the property owners, and the district went into the hands of a receiver. But that was after the boom had ended.

Not all the new subdivisions of boom days were located on Interbay Peninsula, by any means. One of the best developments, Temple Terrace, was located north of Tampa, just beyond the beautiful Hillsborough River. The property, consisting of about 1,500 acres, was purchased in 1921 from Mrs. Potter Palmer by a syndicate headed by D. Collins Gillett and planted with Temple oranges, developed by M. E. Gillett, father of Collins, one of the leading nurserymen of Florida. In 1924 the project was changed from an orange grove development

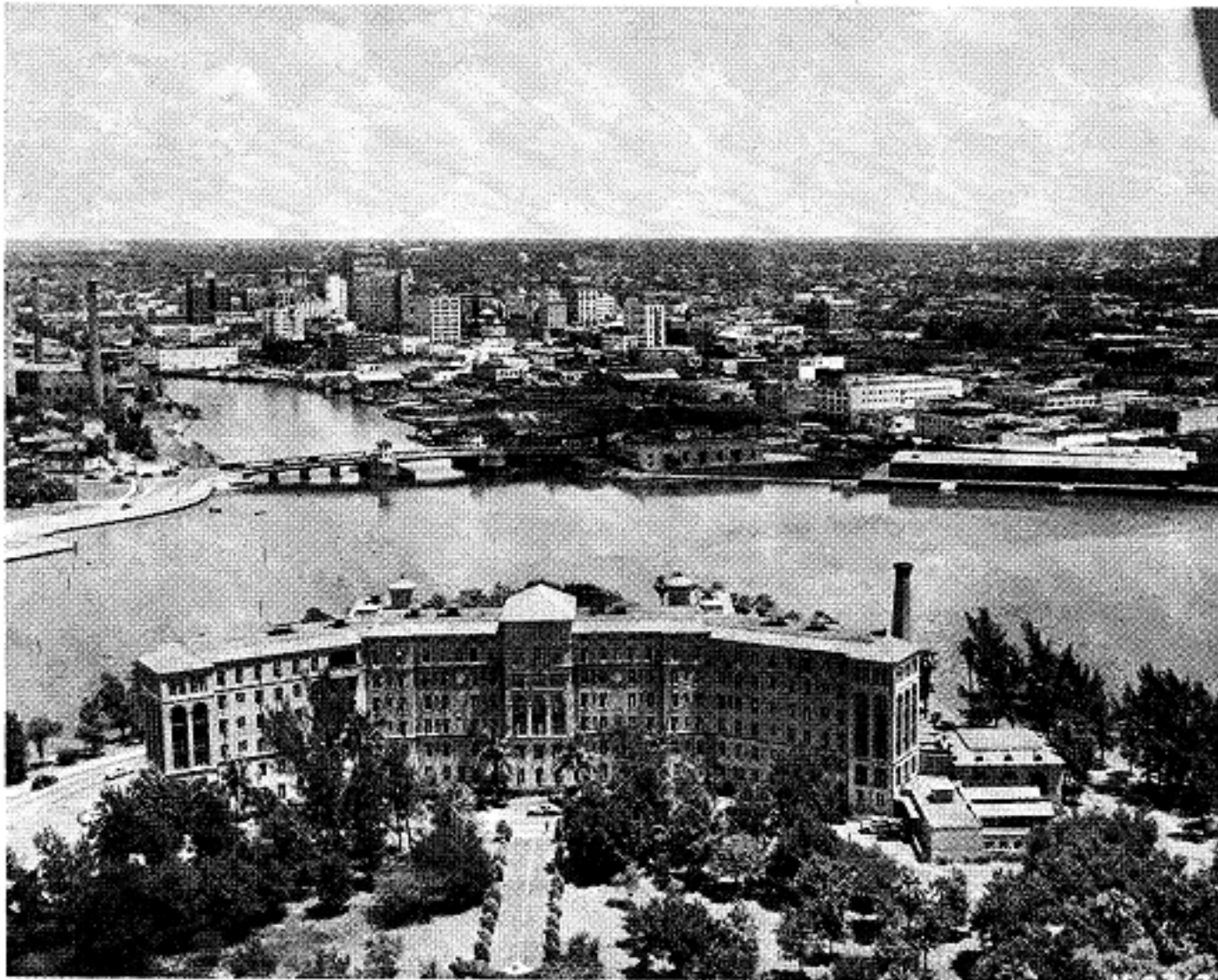


Photo by Burgert Bros.

Few hospitals in the country are better located than Tampa's Municipal Hospital. Situated on Davis Islands, it is isolated from noise and dirt yet it is less than a mile from the heart of the city.

to a residential development. A country club was established, an 18-hole golf course was laid out, many miles of streets were opened and paved, and many buildings were constructed, including scores of homes, a hotel and a fine apartment building. Temple Terrace boomed.

But the boom at Temple Terrace was a mere trifle compared to the boom of another development then progressing almost in the heart of Tampa at breakneck speed—Davis Islands.

The Saga of D. P. Davis — and His Islands

When Dave Davis was a youngster he had the reputation of being a daredevil. The stocky, freckle-faced, sandy-haired lad often accompanied his father, a steamboat engineer, on trips down Tampa Bay and he liked nothing better than to walk the steamer's rails, even in stormy weather. Several times he lost his balance and fell overboard, but he was a fine swimmer and always escaped drowning.

Young Dave attended Tampa schools and earned spending money by carrying papers for the TAMPA TIMES and later making sodas at Tibbetts' confectionery store. In 1902, when 17 years old, he got a job at Knight & Wall's and worked there several years. But he was too adventurously inclined to stay long at one place and about 1905 he left Tampa.

No record exists of Davis' activities during the next decade. About all that is known is that he went first to Central America, lived several years in the Panama Canal Zone, and then came back to the States and drifted from one place to another.

In 1915 he turned up at Jacksonville and was married there on November 11 to Marjorie H. Merritt. During World War I he operated an army canteen at Camp Johnston and ran a boat line between the camp and Jacksonville. After the war he went to Miami and became a real estate salesman. By the time the boom had gotten well underway he had made enough money to buy an interest in the Shadowy Lawn development. Later he put on subdivisions of his own and reportedly made a small fortune.

While in Miami, Davis watched the work being done in converting the mud flats in Biscayne Bay into islands where millionaires paid fabulous prices for home sites.

Then one day he was reminded by friends of the two undeveloped islands at the mouth of the Hillsborough River which he had tramped over as a boy, hunting rabbits and seeking buried pirates' treasure—Little Grassy Island and the island a little farther south known at various times as Depot Key, Big Island, Rabbit Island and Big Grassy Island.

The appearance of these islands was not prepossessing. They were surrounded by unsightly mud flats and covered with marsh grass, mangroves and tangled undergrowth. But when Davis thought about them,

he became convinced that they could be developed just as easily, and just as profitably, as the islands in Biscayne Bay. A man of action, he quickly decided to find out if his hunch was correct.

Coming to Tampa, he checked the ownership of the islands. He learned that a tip of Depot Key had been purchased from the state way back on April 18, 1860, by William Whitaker, pioneer settler of Sarasota, for \$6.30—\$1 an acre for 6.3 acres. The small tract was still owned by the Whitaker estate.

Davis also learned that the remainder of the two islands had been acquired by two of Tampa's most active land speculators in 1881 after it had become certain that a railroad was coming to Tampa Bay—W. C. Brown, pioneer merchant and perennial county official, and William B. Henderson, cattleman, merchant and capitalist. They undoubtedly had expected that the islands would be needed by the railroad in developing port facilities and consequently got them to make a quick profit. Brown had purchased Little Grassy Island from the state for \$16.30—\$1 an acre for its 16.3 acres. To get Depot Key, Brown and Henderson joined forces. They purchased 69.75 acres of it from the state for 90 cents an acre. But for some reason now unknown, they were unable to buy the remaining 28.5 acres. So they persuaded the town officials to buy the missing tract and then they immediately leased it from the town for 99 years at \$20 a year. Incidentally, the Tampa newspapers published at the time made no mention of the lease or the land purchases.

During the decades which followed 1881, neither Brown nor Henderson made any use of the islands. The railroad did not want them—so they remained as nature had made them. Eventually both men died and title to the islands passed to their heirs. Finally in 1921 the City of Tampa decided that it could use Little Grassy Island for a park so it was purchased from Mrs. Mary E. Brown, widow of W. C. Brown, for \$25,000.

Depot Key was still owned in 1924 by the Henderson estate, the Brown estate and the Whitaker estate.

Title to the submerged lands between the two islands, and around them, Davis learned, was held by the city. It had been granted to the municipality in 1898 by the state legislature in the same act in which the city got title to the submerged lands south of the garrison—lands later turned over by the city for nothing, upon the urging of Peter O. Knight, to the Seaboard railroad and converted into Seddon Island.

After sizing up the situation, Davis became certain that his island-development scheme was feasible, providing he could get possession of the islands and the submerged lands around them. So he held many conferences with attorneys representing the land owners and with city officials. Also, with prominent citizens whose support he needed.

In February, 1924, attorneys for the Brown and Henderson estates agreed to sell Depot Key for \$100,000—\$10,000 down and \$90,000 in deferred payments. The deal did not include, of course, the small tract held by the Whitaker estate. Davis acquired that later—and \$50 worth of revenue stamps on the deed indicate that he paid \$50,000 for the 6.3 acres for which William Whitaker had paid \$6.30.

After arranging to get Depot Key, Davis proceeded at once to try to obtain the essential Little Grassy Island and the submerged lands. These the city finally agreed to sell, after almost endless negotiations, for \$200,000. And because the city officials realized that Davis' proposed development would be a priceless asset to the city, and add greatly to tax revenues, the officials agreed to return the \$200,000 to Davis if he completed the project in four years, deeded a 55-acre park to the city, and built a bridge to the island costing at least \$100,000.

The terms were satisfactory to Davis—but the deal could not be completed without its being submitted to the people. So a referendum was held April 22, 1924. The agreement, vigorously approved by both daily newspapers, was ratified by an overwhelming majority, 1313 to 50. The only opposition came from a few Bayshore Drive residents who contended that their view of the city would be destroyed by the island development. These opponents did not admit defeat even after the referendum. They carried the issue to the courts, saying that the city had no right to sell its submerged lands. A legal battle followed, Davis being represented by Mabry, Reaves & Carlton and other attorneys. Finally, on September 9, 1924, the state supreme court ruled three to two in his favor—and the transaction was validated.

From then on, Davis operated with hurricane speed. With A. Y. Milam, of Jacksonville, as an associate, he incorporated D. P. Davis Properties, Inc., for \$3,500,000. A contract was awarded to the Northern Dredge and Dock Company, of Minneapolis, for stupendous dredging operations. Glittering sales offices were opened on the northwest corner of Franklin and Madison. The walls and windows of the offices were adorned with magnificent drawings showing Davis Islands as it would be soon. The dream development was wonderful indeed.

Late in September huge advertisements began appearing in newspapers throughout the state, proclaiming to an expectant public that the first block of 300 lots in Davis Islands would be placed on sale on Saturday, October 4. Crews of high-powered, hoopla salesmen swung into action, whipping up interest. And then on Friday, the day before the sale was to be held, a line of would-be purchasers began forming in front of the sales offices. All that afternoon and night the line increased in length—no one wanted to miss this opportunity of a lifetime. And on Saturday morning, within three hours after the sales began, all 300 lots were sold, for \$1,683,582. Practically every lot sold was still under

water—dredging was not started until six days later! Nothing like it had ever been seen before, not even in booming Florida.

A second block of lots was placed on sale on October 13 and again the salesmen scored a sell-out, advancing the total of sales to \$2,711,782. And during the year which followed, every lot on the islands passed into the hands of eager buyers—for \$18,138,000. On October 24, 1925, the islands were withdrawn from the market because there was nothing left to sell.

Development work progressed steadily while the sales campaign was going on. Five dredges pumped night and day, and great stretches of glittering white sand appeared where the dreary mud flats had been before. Miles of streets were paved, canals were dug, bridges were constructed. An electric light system was installed at a cost of \$250,000. A municipal yacht basin was created and a country club established. A 55-acre park was laid out and deeded to the city—Davis named it Marjorie Park in memory of his wife who had died in 1922.

During 1925, building permits for structures on the islands passed the \$7,000,000 mark. Sixty homes were built; also, the Biscayne, Mirasol and Palmerin hotels and the Palace of Florence and Venetian apartments. And a \$200,000 Coliseum, built by a company headed by C. F. Cullen. And soon thereafter, ground was broken for a million dollar Municipal Hospital.

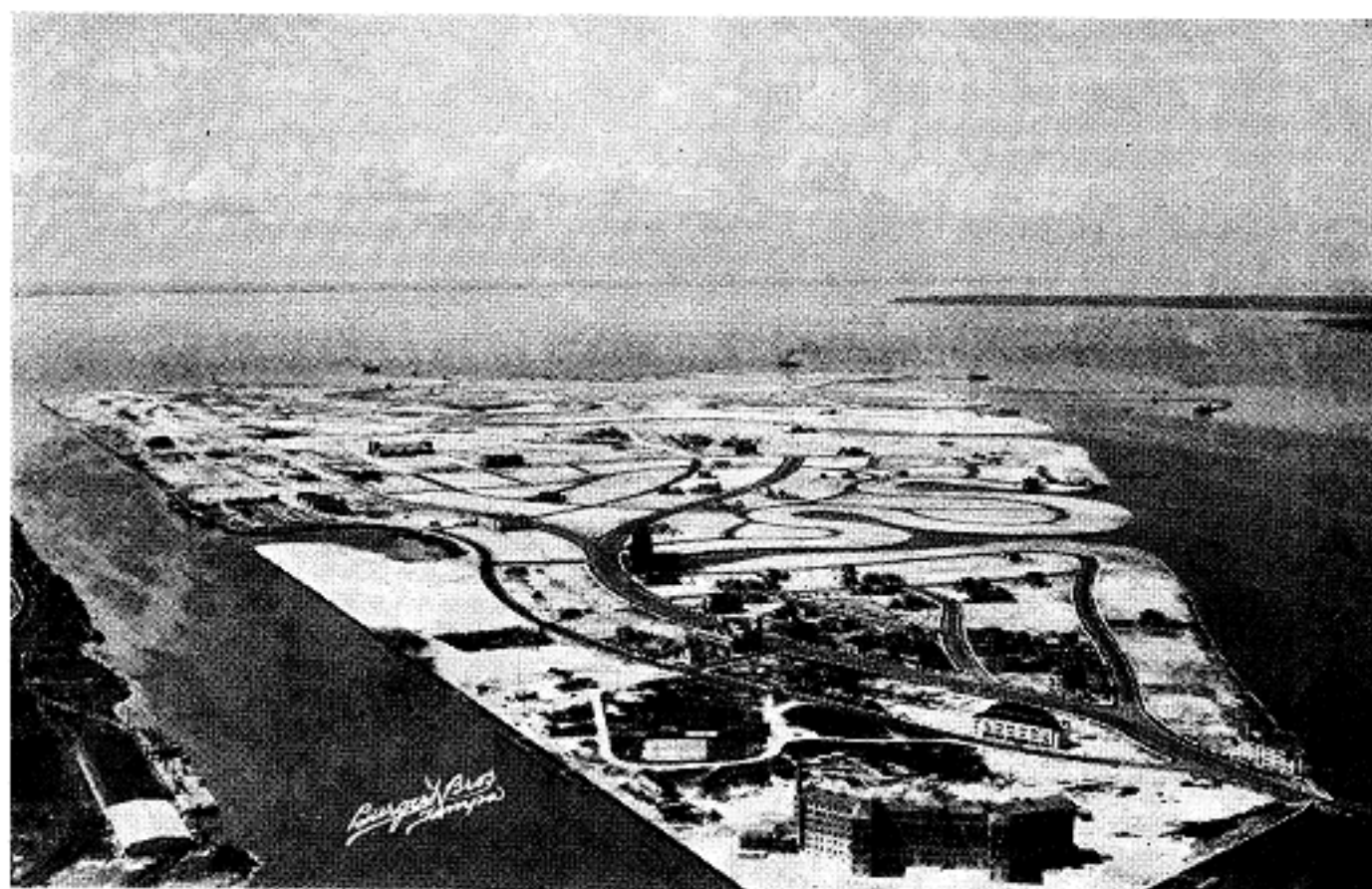


Photo by Burgert Bros.

Two mosquito-infested islands south of the mouth of the Hillsborough River and unsightly mud flats adjoining were converted by D. P. Davis in 1925-26 into one of the finest residential sections of Florida. The Municipal Hospital, then nearing completion, is shown in the foreground.

By the end of 1925 Davis had won the reputation of being the greatest developer in all Florida. He had accomplished a miracle—and was sitting pretty. He felt so prosperous that he went to St. Augustine, bought a huge tract of undeveloped land, and began the development of Davis Shores.

Engrossed in his work at St. Augustine, Davis never realized, in January, 1926, that something most calamitous had occurred. The Florida boom had ended; the bubble had burst. An end had finally come to the five-year orgy of wild, frenzied, real estate speculation.

Davis did not sense that the crash had come. But neither did any of the other boomtime developers and promoters. All were convinced that the collapse of sales in that fatal January was merely a temporary condition, a brief lull. They were all certain that after a few short weeks, sales would pick up again and be greater than ever before. So they kept pumping money into their projects.

But by the early summer of 1926, Davis' situation had become desperate. Thousands of persons who had bought lots in Davis Islands failed to make their second payments. Instead of the \$4,000,000 in payments he confidently expected, Davis got less than \$30,000. All the money he had received from the original down payments was gone—for commissions on sales, advertising, lavish offices, and terrifically expensive promotions—speed boat races, tennis and golf championship meets, and everything else needed for publicity. And all his reserve capital had been spent at St. Augustine.

Frantically, Davis called in one of the leading New York accounting firms to make an audit. When it was completed, the auditors declared that Davis Islands undoubtedly was the soundest project in the state. But their declaration did not bring in money. Davis' predicament became worse and worse. Development work on the islands stopped.

Late in July, 1926, Stone & Webster entered the picture, at the urging of Peter O. Knight, president of the Tampa Electric Company and general counsel for all the Stone & Webster properties in Florida. Announcement was made on August 2 that a syndicate had been formed, \$2,500,000 subscribed, and that thereafter Stone & Webster would direct the financial affairs of the development company and carry on construction operations until the project was completed. The syndicate formed the Island Investment Company, with Howard G. Philbrook as president.

Davis Islands passed out of the hands of D. P. Davis. For his interest in the development, he received 49 per cent of the new company's common stock. Putting it up as collateral at a New York bank, he borrowed \$250,000, part of which he proceeded to spend at St. Augustine. He was still convinced that his projects were sound.

On October 11, 1926, Davis sailed for Europe on the *Majestic*. Some said he went to buy property on the French Riviera and start a develop-

ment similar to Davis Islands. Others said he went just to have a good time.

Two days later, on October 13th, great headlines appeared in Tampa newspapers. D. P. Davis had "died at sea"—had been "lost overboard" from the *Majestic*! Commander G. R. Metcalf, of the steamship, first said that Davis had "jumped from the cabin port." Later reports were that Davis had been "cutting up" and had accidentally fallen overboard while balancing himself on the edge of a drawing room port hole. The ship's commander stated that an hour's search had been made but that Davis' body could not be found because of the heavy rain, strong wind and rough waters.

Statements regarding the fatality were made by Mrs. Alice Smith and her daughter, Mrs. Lucille Zehring, old friends of Davis who were on the ship, and by two Davis Island employees, Raymond Schindler and F. W. Montayne, but no one seemed sure just what had happened. There was even talk to the effect that Davis had been murdered, and his body thrown overboard, by someone who wanted a large sum of money he was carrying in his money belt.

Just one thing was certain—D. P. Davis was dead. The exact cause of his death was never positively determined. But an insurance company in which he held a large policy finally decided that his death had been accidental. The investigators agreed that Davis had fallen overboard while walking on a small ledge on the outside of the liner, going from one porthole to another—just for the fun of it!

Said his friends: "Dave was just trying to duplicate his boyhood feat of walking the rail—and this time he wasn't lucky!"

The bursting of the Florida bubble which caused D. P. Davis to lose his islands was not generally believed to be an actuality until long after the blast occurred.

Had the true extent of the calamity been recognized, it is doubtful whether the syndicate backed by Stone & Webster would have invested \$2,500,000 in Davis Islands. Certainly other developers would have quit putting money into their projects.

The fact was, however, that few persons were then ready to admit that the grand and glorious boom had ended. Almost everyone was positive that when cold weather came again, the real estate market would once more become active. Consequently, development work was carried on at Davis Islands, at Temple Terrace, at Parkland Estates, and many other leading developments. And during 1926, the principal progress was made at Forest Hills, the deluxe promotion of Burks L. Hamner.

But when the winter of 1926-27 arrived, real estate men hunted in vain for prospects. No one, it seemed, wanted to buy any more wee bits of Florida heaven. The saturation point for real estate had finally

been reached. Thousands of persons who had purchased lots on the installment plan stopped making payments. Developers were forced to stop work. Prices of lots plunged downward at a sickening pace. The ranks of the "knickerbocker army" thinned rapidly. At long last, everyone was forced to realize that the boom had truly ended.

When the effects of the boom intoxication began to work off, Tampa looked around in a bewildered daze and started taking stock of its assets and liabilities.

On the debit side of the ledger was found a heavy load of bonded indebtedness, incurred in paying for public improvements. Unlike other large cities in peninsular Florida, however, Tampa had not run wild in issuing bonds and, as a result, the city never defaulted in its bond payments during the lean years which followed, as other cities did. Tampa always managed to keep its credit good.

Part of the credit for the conservatism probably was due to the fact that Tampa then had a businessman's administration.

The old councilmanic form of government was discarded after a bitter fight on October 19, 1920, when the people approved a change, 3768 to 3002. The city manager form of government was favored and five outstanding men were chosen to direct the city's affairs at an election on December 7. Charles H. Brown was elected mayor-commissioner and W. A. Adams, W. J. Barritt, V. V. Sharpe, and Henry E. Snow, commissioners. Sumter L. Lowry, a leader in the fight for the governmental change, and Dr. L. A. Bize became commissioners in 1921. A. W. D. Hall, of Chicago, was brought in to become the first city manager. He served until July, 1922, when he was succeeded by W. Lesley Brown.

The first major problem tackled by the new administration pertained to the city's promised cooperation in the harbor development project. Before the federal government agreed in August, 1917, to deepen Ybor Channel to 27 feet, the city pledged itself to construct municipal wharves, dredge a slip, and build a municipal warehouse; also, to provide a belt-line railroad connecting with both the Atlantic Coast Line and Seaboard railroads.

These promises had not been kept, partly because of public apathy and partly because the Seaboard vigorously opposed the proposed public rail service into a section it had served exclusively for years.

Because of the city's failure to live up to its word, the federal government threatened in 1920 to stop its dredging operations. The new city administration promptly took action, calling for a vote on a \$600,000 bond issue to pay for the pledged projects. The bonds were approved late in 1921 and work was started early in 1922. The slip, wharves and warehouses were completed within two years and a belt-line railroad was constructed on the west side of the channel. Its extension to the east side was successfully blocked by the Seaboard.



Photos by Burgert Bros.

Evolution of the Estuary from desolate marsh lands into Tampa's most outstanding port-industrial section is graphically shown by these two photographs. The top picture was taken in 1912 from the top of the Florida Brewing Co., looking south. The newly-erected plant of the Tampa Gas Company is shown at the right. A little beyond, the old Washington Street viaduct can be seen and, in the distance, Seddon Island. The lower photograph, taken from above Sparkman Channel, looking north, shows Ybor Channel at the right. The Lee Terminal, of the Bull Steamship Line, is shown at the left and the Gulf Florida Terminal, of the Waterman Steamship Company, on Ybor Channel. Beyond the latter is the City Slip and terminal warehouse. Most of the buildings shown were built on land originally owned and sold by the Inter-State Investment Company.

The harbor development work, coming as it did when the Florida boom was getting well under way, provided the stimulus for the successful promotion of Tampa's most outstanding industrial subdivision, west of Ybor Channel, commonly known as the Estuary.

Most of the land in this section was owned by the Inter-State Investment Company, headed by James T. Swann. Advertising the Estuary as "the Liberty Bond of Tampa real estate," Swann launched an extensive sales campaign, almost as aggressive and spectacular as that waged by D. P. Davis for his islands. Scores of lots were sold and when the city voted on April 22, 1924, to build the Lafayette Street viaduct over the Seaboard tracks, and thereby provide easy access to the section, the Estuary really boomed. Prices of lots fronting on Lafayette Street soared as high as \$1,200 a front foot.

Swann also had a hand in the promotion of the largest terminal facilities of the Estuary. When the boom was in full swing he secured an option to buy a choice bit of Ybor Channel frontage from Stephen M. Sparkman for \$600,000. Sparkman had purchased the property back in 1881 from James N. Hooker for \$1.25 an acre. After he secured the option, Swann sold it to a local syndicate who promoted the Tampa Union Terminal Company. Construction of the terminal facilities was financed by eastern capitalists after Sparkman had been paid in full. During the depression of the 1930s the terminal properties were acquired by the Gulf Florida Terminal Company, an affiliate of the Waterman Steamship Company.

The second major problem tackled by the new city administration in the early 1920s related to the city's waterwork system. For more than thirty years, water had been supplied by the Tampa Waterworks Company, successor to the Jeter-Boardman Water Works Company. The water was obtained from artesian wells and by 1921 the company was supplying 7,000,000 gallons a day. But the water was hard, extremely hard, and the company did not extend its mains as rapidly as the growing city demanded. Wrangling over rates and service continued constantly.

Municipal ownership of the water system had long been demanded by the TAMPA TRIBUNE and the issue was finally decided on March 6, 1923. By a vote of 490 to 126, the voters approved the purchase of the company's properties for \$1,377,722 and at the same time approved the expenditure of \$1,272,278 to purchase land needed for the development of a new water supply and to extend the system. The Hillsborough River was decided upon as the best source of supply and a new plant was built above the Tampa Electric Company dam. Anson W. Squires was appointed first water works superintendent.

The new city officials came in for criticism of being too conservative late in 1923 after the boom was well started. The TAMPA TIMES declared they were holding back the city by failing to call for a vote on vitally needed improvements. Perhaps as a result of this prodding, a

vote was called for April 22, 1924, on projects totalling \$3,000,000. Every proposal was approved by an overwhelming majority. The *TIMES* then crowed: "Now Tampa has ceased to crawl."

Included among the approved projects were bridges over the Hillsborough River at Fortune, Cass and Platt streets and the Lafayette Street viaduct. All were finished in 1926. The bridges ranged in cost from \$250,000 to \$325,000. The viaduct cost \$250,000, of which the city paid \$111,000 and Seaboard the remainder. Prior to the completion of the viaduct, the railroad tracks south of the depot could be crossed only by going over the narrow, steep Washington Street viaduct which people rarely used. The latter structure, with its right angle turn at the eastern end, was finally torn down early in World War II.

Reconstruction of the Bayshore seawall inside the city limits, ruined during the hurricane of 1921, also was favored by the voters and the project was completed in 1925 at a cost of approximately \$400,000. At the same time the county spent \$359,446 to build a seawall 2.3 miles long from Howard Avenue to Hawthorne Road.

Another project favored by the voters was the conversion of Tampa Bay Casino, owned by the city, into a much-needed auditorium, \$250,000 being voted for the purpose. But after reconsidering, the city commissioners decided that the casino would not have a large enough seating capacity so an entirely new structure was ordered built at the north end of Crescent Place. It was completed in the early fall of 1926 at a cost of \$297,352 and was opened October 19 with the operetta "The Lovely Galatea," played by the Thaliens. Nat B. Rogers was named first manager of the auditorium.

A public need of far greater urgency than an auditorium also was recognized at the bond issue referendum when the voters approved the expenditure of \$215,000 for extension of hospital facilities. Tampa then had only the 32-bed, two-story Gordon Keller Hospital, located on the North Boulevard opposite the fair grounds. This hospital, completed June 1, 1910, at a cost of \$24,431, had long since been outgrown.

Plans for a \$215,000 enlargement, however, were abandoned when hospital authorities agreed that the idea was impractical. The city officials then decided to build a new hospital in Marjorie Park, on Davis Islands, deeded to the city by D. P. Davis early in 1925. A \$1,000,000 bond issue to pay for the hospital was approved by the voters on March 17, 1925, and work on it was started one year later. The first patients were admitted in the institution, named the Tampa Municipal Hospital, late in 1927 but the hospital was not completed until months later at a cost of \$1,344,318. The old Gordon Keller was then turned over to the fair association for use as an exhibit building.

The new hospital was only one of the fine structures which changed Tampa's skyline during the boom years. Included among the outstanding buildings erected then were two skyscraper hotels, the 12-story Tampa Terrace and the 18-story Floridan.

The Tampa Terrace was the achievement of a group of forty progressive citizens who advanced \$1,000 or more each late in 1924 and bought the southwest corner of Florida and Lafayette from Joe B. Johnson, who then owned it. Construction of the hotel was financed by a syndicate of Atlanta capitalists, bonds being sold by the Adair Realty & Trust Company, of that city. The hotel was opened early in 1926. After the crash the bond holders sold it to Barron G. Collier, multimillionaire street car advertising magnate of New York who was then investing heavily in Florida properties.

The Floridan, then the tallest hotel in Florida, was conceived in 1925 by A. J. Simms, a native of New Brunswick who had come to Tampa in 1907 and had been a leading developer for years. Forming the Tampa Commercial Hotel Company, which he served as general manager and secretary, Simms enlisted the support of prominent citizens to serve as company officials. They included W. E. Dorchester, L. C. Edwards, T. N. Henderson, C. H. Constans, Abe Maas, J. W. Warren, Clarence Holtsinger, G. C. Warren, J. C. Vinson, Ben Cosio, Webb Clarke and L. J. Efird. Bonds were sold by the Adair Realty & Trust Company. Work on the hotel was started February 4, 1926, and it was opened January 15, 1927. The Floridan, like the Tampa Terrace, passed into the hands of Barron Collier after the crash. Both were operated by the Collier Florida Coast Hotels, Inc.

The distinction of having the tallest office building in town was won by the First National Bank during the turbulent Twenties. For more than a decade, the Citizens Bank, with its fine 10-story building, had lorded it over the other banks of Tampa, advertising itself as "The Big Bank in the Big Building." This may have had something to do with the decision of the First National officials to replace its four-story, white marble-faced home, erected in 1896, with a larger structure. In all events, they announced in 1925 that they intended to build a 12-story building, and construction work was started. Very shortly thereafter, the officials of the Citizens, not to be outdone, started adding two more stories to their building. But instead of going up only twelve stories, as announced, the First National went up thirteen—and the Citizens no longer could claim the tallest structure. The new First National Building reportedly cost \$1,000,000. The marble front of the old bank was sold for \$10,000 and used for another building farther north on Franklin.

Wallace F. Stovall, founder of the TAMPA TRIBUNE, did more to change the skyline of downtown Tampa during the boom than any other individual. Starting off by building a new 4-story home for his

newspaper on Tampa Street, he proceeded to build the 12-story Wallace S. Building, the 7-story Stovall Office Building, and the 8-story Stovall Professional Building.

Money to erect the last three structures was obtained by Colonel Stovall from the sale of the *TRIBUNE*, a sale which was one of the most unusual incidents in the history of Florida journalism. In June, 1925, Mrs. Lulette Gunby, an old acquaintance of the publisher, suggested that he sell the paper and for only \$5,000 obtained a 30-day option to buy it for \$1,200,000. Colonel Stovall was convinced, he later said, that the option would never be exercised because of the price he had stipulated and looked upon the option merely as a chance to make \$5,000.

Unfortunately for him, however, he overlooked the fact that Florida at that time was dealing in big money and \$1,200,000 was considered a rather insignificant sum. Because of that, Mrs. Gunby succeeded in organizing a syndicate to complete the transaction. Members of the syndicate were Dr. L. A. Bize, M. W. Lloyd, L. B. Skinner, Russell Tarr, H. T. Lykes, M. J. Hulsey and George Booker. Before the sale was completed, Stovall offered the syndicate \$200,000 for release from the agreement, but was refused. It is said that the syndicate paid Mrs. Gunby



Photo by Burgert Bros.

Hillsborough County's courthouse has been a landmark in Tampa for more than half a century. It was built in 1891-92 at a cost of \$60,000; today the land alone is worth many times that amount.

The Tampa Terrace Hotel is shown at the left and Tampa's City Hall at the right.

\$200,000 for swinging the deal, in addition to the \$1,200,000 paid to the publisher.

After Colonel Stovall sold the TRIBUNE he backed his son, Wallace O. Stovall, in establishing a rival morning paper, the TAMPA TELEGRAPH, the first issue of which appeared on October 11, 1925. The TELEGRAPH lived only eight months. Tampa was not large enough to support three daily newspapers, not even in boom days. And when the crash came, the profits of even the once most affluent TAMPA TRIBUNE dwindled to the vanishing point. To get out from under, the syndicate which had purchased it sold the paper on March 18, 1927, to S. E. Thomason, for many years associated with the CHICAGO TRIBUNE, and John Stewart Bryan, president and publisher of the Richmond (Va.) NEWS-LEADER.

Besides skyscraper hotels and office buildings, Tampa got hundreds of commercial buildings during the boom days, scores of apartment buildings and literally thousands of new homes. The city grew as though by magic. Everywhere there was frenzied construction activity.

The zenith of the building boom was reached in 1925. Building permits issued that year soared to the unbelievable peak of \$23,418,836. That represented nearly half as much building, done in one year, as had been completed from the time the first train puffed into town, way back in 1884, up to the beginning of the Big Boom.

At the peak of activities, railroads declared an embargo on freight shipments into Florida, due to congestion of freight cars at bottle-neck junction points. But the embargo did not phase Tampa builders. They began bringing in supplies by water—and the wharves along the waterfront were lined with freighters, more ships than Tampa had ever seen before. Building materials were piled in small mountains along the docks.

The building boom held over well into 1926. During that year the permits totalled \$15,872,772.

Part of the activity in 1926 was due to the great building program inaugurated in the city by the county school board, then composed of John G. Anderson, Jr., Irving Walden, and S. D. Sweat, with W. D. F. Snipes as county school superintendent. Upon the recommendation of the board, bond issues totalling \$5,100,000 were voted in 1925 in Tampa and West Tampa for school sites, buildings and equipment. With this money the school board built nine elementary schools, three junior high schools, two senior high schools, a vocational school, an administration building, four Negro schools and made additions to seven old buildings. The Henry B. Plant High School, constructed at that time, cost \$525,000 and a new Hillsborough High School, completed in 1928, cost \$1,000,000.

Because of the Big Boom, Hillsborough County got a network of new hard-surfaced highways which cost approximately \$4,000,000. When the roads were completed, motorists could get in or out of the county

from any direction without having to plow through sand or mud. A connecting link with Gandy Bridge was one of the roads constructed. Two roads leading south to the Manatee County line also were built. The first went through Riverview and the second through Gibsonton and Ruskin. The latter road, 26 miles long and 15 feet wide, was completed in 1924 at a cost of \$840,408. All the roads built during the 1920s proved to be too narrow and too lightly constructed, and within a relatively short time had to be replaced. But, judged by 1920 standards, they were excellent.

Traffic in and out of Tampa was facilitated by two projects paid for largely by developers—the Michigan Avenue Bridge, built by Tampa Developers, Inc., in connection with the development of Michigan Avenue section, and the 22nd Street Causeway, built in connection with the development of Tampa Beach, on the east side of McKay Bay. The bridge was reported to have cost \$400,000 and the causeway \$300,000. Both were completed during the winter of 1926-27.

The 22nd Street Causeway and particularly the roads to Manatee became important links in one of the most-talked-about highways then being constructed in America, the Tamiami Trail, so named by Secretary L. P. Dickie of the Tampa Board of Trade from "Tampa to Miami."

Dickie and other West Coast good roads boosters began fighting for the Trail in 1915 when paved highways south of Tampa were nonexistent. But not until late 1921 could motorists go as far south as Sarasota without danger of being stuck in sand or mud. During the two years following, passable roads were opened south to the Caloosahatchee River and a bridge over that river was completed March 12, 1924, opening Fort Myers to the motoring world.

At that time, little progress had been made on the Trail south of Fort Myers, particularly on the cross-state section. To focus public attention on the Glades portion, a small party of intrepid Trail Blazers had attempted to cross early in April, 1923, but had become mired down and lost for two weeks while airplanes searched for them. Two men from Tampa were in that party, Frank Whitman and Russell Kay.

The Trail Blazers' feat received nationwide publicity but it did not greatly accelerate construction work. Work was not speeded up until after the State Road Department took over the project in 1926. Thereafter rapid progress was made and finally, in April, 1928, the entire Trail was completed. It was dedicated Tuesday night, April 24, during ceremonies at the Tampa Auditorium. Principal speakers were Governor John W. Martin, Mayor D. B. McKay, T. Ed. Bryan, W. W. Trice and W. G. Brorein. The next morning a motorcade left for Miami. Highway enthusiasts joined it all along the way and a memorable celebration was held in Fort Myers.

Completion of the Trail made possible the inauguration of bus service between Tampa and Miami via the West Coast by the Tamiami Trail Tours, Inc., headed by Barron G. Collier. A trip which formerly required more than a day was shortened to about eight hours. At that time, Tamiami Trail Tours had only the one bus line; since then, its lines have been extended until they serve 43 counties and all the principal cities east of Tallahassee and south of the Georgia line. The company has its headquarters in Tampa.

By early 1928 the collapse of the Florida boom had been partly forgotten in Tampa. The fact was that Tampa had been less seriously affected by the crash than most cities in peninsular Florida, simply because it was by no means entirely dependent upon winter visitors or real estate. It had the cigar industry to fall back upon. In 1927 there were 159 cigar factories in the city employing 13,000 persons, with a weekly payroll of \$350,000. Production of cigars that year totalled 479,000,000. Tampa had become nationally known as the greatest cigar manufacturing city in the United States.

Tampa had also become widely recognized by 1927 as a city of diversified manufacturing. The Tampa Board of Trade had a record of 382 industrial concerns, in addition to cigar factories, which produced 89 different products. Most of these concerns were small but they all helped to give the city stability.

Nevertheless, there is no denying the fact that Tampa in 1927 was not as prosperous as it had been two years before. All of South Florida was temporarily in the doldrums and merchants everywhere were going bankrupt. Inasmuch as Tampa was the commercial center of a large area which had been badly crippled, it could not expect to escape from the crash unscathed.

Many persons believed that the city manager form of government was responsible for some of the city's troubles. This was shown on July 7, 1927, when a change was approved by a three to two majority. On the following December 6, a new charter providing for a modified form of government was favored 4880 to 1507. D. B. McKay was elected mayor on January 28, 1928, and the following representatives from twelve districts: Al. E. Edwards, J. W. Frazier, S. Boteler Thompson, W. J. Bailey, Adolph N. Goldstein, Walter H. Campbell, Antonio Reina, Ben F. Emerson, Clemente Sendoya, T. N. Henderson, H. B. Broach and Kenneth Hamilton.

The new officials took office at once. But efficient though they were, they could hardly solve all the city's problems. Especially because real trouble was almost in sight. It came all too soon.

CHAPTER XII

DEPRESSION—WAR—AND AFTERWARDS

WEDNESDAY, July 17, 1929, was a black day in the history of Tampa. For on the morning of that day, one of the city's largest banks, the Citizens Bank & Trust Company, failed to open its doors for business. So did five smaller banks affiliated with the Citizens: the Bank of Ybor City, the Franklin Bank, the Citizens Nebraska Avenue Bank, the Lafayette Bank, and the American State Bank of Tampa.

The immediate cause of the financial calamity was a wild rumor which had swept through Ybor City on Monday, two days before—a rumor that Tampa banks were insolvent. A reader in one of the cigar factories employed to entertain the cigarmakers had read reports of bank failures in other cities and some of his listeners became fearful of their money in local banks. They stormed out of the factory and started a run on the Bank of Ybor City.

Reports of the run quickly spread through Tampa. And because the Bank of Ybor City was affiliated with the Citizens, a silent run was started on the big downtown bank. It continued all day Tuesday, July 16. Before the Citizens' tellers closed their windows that afternoon, they had paid out \$1,120,000 in cash. And the run had not ended.

All night long officials and directors of the Citizens conferred with state bank examiners. For a while they believed their institution could be saved. But before daylight came they were forced to realize that they did not have enough cash in their vaults to weather the storm if it continued—as it most certainly would. And to protect their depositors as best they could, they agreed that the bank and its affiliates could not reopen that day for business.

The TAMPA TIMES did not get out an extra to tell about the closing of the banks. But word of the disaster soon reached every part of the city and people were stunned. Hundreds of business concerns had accounts in the closed banks and thousands of individuals had entrusted to them their life savings. Tampa had been dealt a staggering blow.

Fear fed on fear, and runs were started on the three large banks which remained open—the First National, the Exchange National, and the First Savings & Trust Company.

Those three institutions, all thoroughly sound, were headed by able, experienced bankers—the First National by R. J. Binnicker, the Exchange by J. A. Griffin and the First Savings by A. C. Clewis. In the emergency, those men knew what to do—and they acted quickly. Even before their banks were opened, they made arrangements for getting a million dollars in cash from Jacksonville, on orders from the Federal

Reserve Bank in Atlanta. The money was brought to Tampa in a chartered airplane. Piloted by Laurie Yonge, the plane arrived at Drew Field at noon, was met by a police squad, and the money was rushed to the banks. That night, \$4,000,000 more in cash was brought in by express. Not all the money was needed. By Thursday afternoon, the last fear-stricken depositor had been paid—and the runs were ended.

But the collapse of the once-mighty Citizens and its affiliates cost the people of Tampa nearly \$10,000,000. Deposits in the Citizens at the time it closed totalled \$11,161,200.14 and the liquidators were able to pay only 27 per cent of the claims, the depositors losing approximately \$8,150,000. Deposits in the affiliated banks in Tampa totalled \$3,107,688.86, and only about half that amount was paid back ultimately to depositors.

The crash of the Citizens had repercussions all through southwest Florida. Affiliated banks in four other cities also were forced to close: the Bank of Plant City, the Bradenton Bank & Trust Company, the First Bank & Trust Company of Sarasota, and the First Bank & Trust Company of Fort Meade. Depositors in all those banks lost heavily.

The downfall of the Citizens was said to have been due in part to the fact that it had absorbed a number of smaller banks which had become shaky after the Florida crash. On December 1, 1927, it had taken over the National Bank of Commerce, headed by Hatton B. Rogers, and had liquidated it without loss to the depositors—but at a cost of nearly \$500,000 to the Citizens itself. Moreover, the Citizens had taken over the chain of banks which had been organized by N. A. Perry at the peak of the boom, and this action was said to have cost another \$500,000.

Tampa's hopes of recovering quickly from the closing of the Citizens and its affiliates were shattered by the devastating stock market crash of October, 1929. Before the year ended, stock losses throughout the nation totalled fifteen billion dollars. The Great Depression started. The United States began to be paralyzed, and with each passing month the paralysis became more severe.

Thousands of winter visitors who had been coming to Florida for years remained in their northern homes. Those who did come spent money cautiously. Merchants in every city were hard hit. Hundreds did not take in enough money to pay their rent. They were forced to lay off employees they had had for years. Building activities everywhere practically ceased. Coming so soon after the Florida crash, the national depression caused infinite hardships.

Being the commercial center of southwest Florida, a section heavily dependent on tourist business, Tampa suffered acutely. Many of its wholesale concerns went bankrupt. Even the cigar industry was affected by the national depression. Millions of cigar smokers quit smoking or turned to pipes or cigarets. The cigar factories were forced to retrench,

and laid off thousands of workers. Tampa was soon confronted with the worst unemployment problem in its history. Relief agencies were swamped.

For those who had money, the Great Depression was no hardship. Living costs were extremely low. Food, for example, cost very little. Here are some prices taken from newspaper advertisements in November, 1932: pure pork sausage, 10 cents a pound; best grade sirloin steak, 15c; hamburger, two pounds for 15c; best grade ham, 18c a pound; six large cans of pork and beans, 25c; 10 pounds of potatoes, 11c; young roasting hens, 18c a pound; fryers, 23c a pound; six tall cans of evaporated milk, 24c; three tall cans of salmon, 25c; and so on. Yes, living was cheap, for those who had money. But thousands had no money.

The first federal relief funds, a mere dribble, came into Tampa in the spring of 1932. Other dribbles followed. They kept people from starving, but that was about all. Under FERA rules, workers received 17 cents an hour for a maximum of 140 hours a month, or \$23.80. Only one person in a family could take a relief job.

**Photo
not
available**

In the spring of 1934 a total of 16,488 persons in Hillsborough County were certified for relief—and WPA came into existence. WPA headquarters in Tampa were set up in the Wallace S. Building with J. R. McLeod as district supervisor and W. E. Robinson, assistant district supervisor.

The first WPA project for Tampa, approved August 2, 1935, allotted \$105,343 for the development of a municipal airport on Davis Islands, land for which was obtained from the Island Investment Company in a tax settlement deal. The airport was named the Peter O. Knight Airport in recognition of the help given by Knight in arranging the land transfer; also, because he was one of the town's leading citizens. The airport project was started by WPA workers on August 7; the first WPA payroll came on August 16—234 men received \$1,470.

From then on WPA rolls climbed rapidly. Before August ended, 1,071 men were placed at work on a mosquito and malarial control project for which \$403,560 was allotted. By the end of October, 1935, WPA rolls totalled 3,675. The number increased to 5,032 on January 1, 1936; 6,320 on January 1, 1937; 7,677 on January 1, 1938, and 8,588 on January 1, 1939. At that time, 2,196 more were eligible for jobs but no more jobs were available. Thereafter, the number of WPA workers declined rapidly—World War II was bringing prosperity back to the nation.

Up to April 9, 1941, a total of \$19,836,592.23 was spent on WPA projects in Hillsborough County, mostly in Tampa. Of that amount, the federal government allotted \$15,857,096.86 and the sponsors paid \$3,979,495.37, in money, materials or land. More than three-fourths of the total amount—\$14,244,759.79, to be exact—went for labor.

There were literally hundreds of projects, large and small; for women as well as for men, for skilled professional people as well as unskilled day laborers. To list all the projects would be an almost endless task. A few of them, however, deserve specific mention.

Work on the Peter O. Knight Airport cost \$462,264 before it was completed. That included the cost of dredging and grading, building runways and constructing the terminal building, hangars and administration buildings.

The most outstanding project was the work done on Bayshore Boulevard, the first allotment for which was made on November 4, 1935, amounting to \$248,689. During the next three years, new seawalls were constructed the entire length of the boulevard and new, much wider pavements laid. In addition, the missing link between the Platt Street Bridge and Magnolia Street was opened and completed. Altogether, the work on the boulevard cost \$1,216,257. The costly project had been made necessary largely because the old seawall, built for the city and county less than ten years before, had been shoddily constructed and had gone to pieces in many places.

Nearly a million dollars was spent in various ways on the land acquired in 1905 from the estate of Henry B. Plant. Repairs to the Tampa Bay Hotel cost \$138,154; \$186,927 went for the development of Plant Park; \$129,156 for grandstand and bleachers at Plant Field, and \$465,724 for buildings and other improvements at the fairgrounds. Projects at the fairgrounds were sponsored by the South Florida Fair Association; the others were sponsored by the city.

A total of \$361,880 was spent for the construction of the armory of the 116th Field Artillery, the first battalion of which had been mustered in at the Tampa Bay Casino on December 5, 1921. During the 1920s, ten frame buildings and a boxing arena had been built for the artillerymen and in 1934-35 two red brick buildings had been constructed as CWA projects at a cost of \$30,000 each. Then, on August 26, 1938, a WPA allotment of \$270,730 was made for the main armory building. Another allotment of \$91,150 followed on December 23, 1940. After the entrance of the United States into World War II, the armory was named Fort Homer W. Hesterly in honor of Colonel Hesterly, one of the organizers of the artillery unit which then was in active service. During the war the armory served as headquarters for the 3rd Air Force.

The development of Drew Field constituted another WPA project of major importance. The history of the field dovetails with the history of Tampa's participation in aeronautics.

Pioneer birdmen who came to Tampa in World War I days and before utilized Benjamin Field on Howard Avenue as a landing place. This field was part of a tract of land given to Henry B. Plant by George N. Benjamin, one of the founders of West Tampa, as an inducement to the railroad magnate to build the Tampa Bay Hotel. The field was utilized in the 1920s as the site for the armory mentioned above.

During the Florida boom, several attempts were made by private individuals to establish air fields on the outskirts of the city but no adequate field was provided. In 1926 and 1927, commercial aviation developed so rapidly that Tampa officials finally decided that the city must have an airport if it expected to keep abreast of the times. After long discussions regarding sites, the city finally leased for five years an 160-acre tract in the Rocky Point district owned by John H. Drew, an aviation enthusiast. The lease with an option to buy was signed January 1, 1928. Soon afterward, an adjoining 80-acre tract was leased from the Chicago-Tampa Development Company. Space was leased to A. B. McMullen for an air school and many of Tampa's first flyers took lessons there. Air meets were held in February, 1928, and February, 1929. And in May, 1929, an \$18,000 hangar was constructed by the city. But the field had no runways and on one occasion, when a large plane came in, a high mound of earth had to be piled up, and planks laid down one side of it for runways, to enable the ship to take to the air again.

Further development of the field was halted by insistent demands that Tampa should develop a truly first-class airport where facilities would be available for both hydroplanes and land planes. The demands were inspired by promises from officials of the Pan American Airway System that Tampa would be made the base of that company's operations if such an airport would be provided. Enthused by the promises, the people approved a \$750,000 bond issue to pay for the port, to be built on an island in Tampa Bay off Ballast Point to be made by dredging.

Then came a long bitter fight. Many residents in the Bayshore district objected strenuously to the proposed island airport, saying that it would lower their property values. Strongly backed movements were started to sell the city land in other locations. To settle the dispute, Mayor D. B. McKay appointed four outstanding men to serve on the airport committee: Franklin O. Adams, F. L. Judd, Captain George Perkins, and Lieutenant Philip Pratt.

After lengthy deliberations, the committee reported that it favored Catfish Point on Interbay Peninsula. However, a majority bloc of six councilmen refused to proceed with the project, giving as their excuse the explanation that it would cost more than the \$750,000 provided by the bond issue. The TAMPA TRIBUNE, which had fought long and hard for the airport, insisted vehemently on going through with it. But the six obstinate councilmen would not listen—and plans for the airport were shelved. Thereupon, Pan-American, in disgust, abandoned the idea of establishing its base in Tampa and went to Miami. That was in January, 1930.

In 1933, when Tampa began planning projects to provide work for the unemployed with federal assistance, Drew Field came back into the picture. The city's lease on the 160-acre tract, and option to buy, had expired but the city finally succeeded after much squabbling in buying it for \$11,654, the figure at which it was appraised by the Tampa Real Estate Board. The purchase was completed February 10, 1934.

Work of improving the field was started as a CWA project ten days later, \$31,000 being allotted for it by the government. Another allotment of \$46,690 was made by WPA on August 7, 1935. Thereafter, development progressed steadily, allotments being made from time to time by the Civil Aeronautics Association. Three 7,000-foot asphalt runways were constructed, hangars were built, lights were installed, and other improvements made. By 1938, Drew Field was rated as one of the best in Florida.

Tampa Gets a University

Because of government help, Tampa got many worthwhile things during the depression years. But one of the best obtainments, with perhaps the greatest long range possibilities, came entirely through the initiative of its own citizens, at very little cost—the University of Tampa.

The idea of establishing a university in the city, first considered in the late 1920s, was stimulated by the depression. After the crash, many Tampa families which normally would have sent their children to colleges and universities in other cities for higher education, were no longer financially able to stand the expense. So the children remained at home.

Deeply deploring the fact that Tampa's youth was being denied educational opportunities, a group of leading citizens decided that something must be done, and done quickly. After long discussion of the problem, they agreed that, somehow or other, a university should be established here. Leaders in the movement were V. V. Sharpe, George B. Howell, S. E. Thomason and John B. Sutton.

The first step to make the institution an actuality was taken on March 13, 1930, when Tampa University was incorporated. The founders were: J. A. Griffin, Sharpe, Thomason, R. J. Binnicker, Sutton, D. B. McKay, Frank D. Jackson, Carl D. Brorein, James T. Swann, W. G. Brorein, Judge Alexander Akerman, James W. Morris, George M. Osborn, A. L. Cuesta, Jr., John G. Anderson, Jr., Dr. W. P. Adamson, Dr. J. S. Helms, Charles A. McKeand, Frederic H. Spaulding, Charles F. Blake and M. W. Carothers.



Photo by Burgert Bros.

Three of Tampa's leading hotels are shown in this photograph, taken from the corner of Lafayette and Florida, looking north. The Hillsboro is at the left, the Tampa Terrace at the extreme right and the towering Floridan in the distance.

Having high hopes but no money, the incorporators were forced to mark time for more than a year before they were able to carry out their plans, and even then they were unable to establish a university. The best they could do was to get a junior college started. It was opened October 5, 1931, in the Hillsborough County High School with 65 pupils. Classes were held from 4 p.m. to 9 p.m. five evenings a week. The instructors were volunteers who received nothing for their services. Frederic H. Spaulding was president and Paul F. Strout, dean. Both were Harvard graduates with M.A. degrees. The first executive board consisted of Howell, Blake, Jackson, Carl Brorein, and Carothers.

Attendance at the college doubled during the second year and the trustees realized that if the institution hoped to live it would have to obtain quarters of its own. After mulling over various proposals for months, and having many setbacks, they finally centered their attention on the old Tampa Bay Hotel, then standing vacant.

The once magnificent hotel, purchased by the city from the estate of Henry B. Plant in 1905, had become a huge, minarated red elephant. One leaseholder had followed another but no one made any money until the Big Boom when the mammoth structure was filled with paying guests for the first time since Spanish-American war days. W. F. Adams, who then held the lease, became so affluent that he spent \$70,000 of his own money to renovate the run-down building. The city, which also was affluent, put in \$187,000 more. But then came the crash—and the Tampa Bay stood almost empty all season. Adams lost heavily, and he continued to lose more each winter thereafter. Finally, on August 22, 1932, he went bankrupt.

City officials tried in vain to find some one else who would lease the hotel. But they had no success. So they listened attentively when the university advocates broached the subject of acquiring the building—and on August 1, 1933, a lease was signed, the university to pay \$1 a year for the hotel which had originally cost \$3,000,000.

Crews of relief workers were hastily assembled and work of converting the hotel into something that looked like an educational institution was immediately started. During the following month, more activity was seen around the hotel than had been seen since the gold-braided army officers departed for Cuba in 1898. By the middle of September, the conversion job had progressed far enough to permit the opening of classes on the 18th, this time as a senior college. Student enrollment totalled 350. President Spaulding was still in charge but John Coulson had succeeded Strout as dean. The faculty was enlarged to make it possible to award the degrees of B.A., B.S., and B.S. in Business Administration. And the infant university even boasted of having a football coach—Nash Higgins. Truly, the University had taken its place in the Florida sun.

But if any university ever operated on a shoestring, that university was Tampa's. When the first classes were started, the trustees had only \$3,500 in their operating fund and there were no big donations in sight. Tuition fees were necessarily low and only by exercising the most rigid economies was the university able to weather that first year as a senior college. But it did, and its credits were validated by the University of Florida and the State Board of Education. Tampa University had come to stay.

President Spaulding headed the university until the fall of 1935 when he became inactive. The administration of the school was then centered in Dean M. S. Hale, who had succeeded Coulson the preceding spring. Dr. John Harvey Sherman was president from the spring of 1937 to June, 1940, and James Elliott Mooney from June, 1940, to January, 1944. Dean M. C. Rhodes then served as acting president until Dr. Ellwood C. Nance assumed office in May, 1945.

Tampa Again Moves Forward

Some time during the mid-Thirties—no one knows exactly when—the United States passed through the crisis of the Great Depression illness. Strangely enough, the change for the better came even before WPA rolls had reached their peak. But the psychology of the nation changed, and people began looking toward the future with renewed confidence.

The improvement throughout the country benefitted South Florida. Each winter the number of tourists showed an increase, and the visitors spent more money than they had before. Merchants did better business, bank deposits started climbing, and the construction industry came to life again.

During 1938 there was a setback. That was the year of the national recession. But then, in 1939, came the only infallible remedy ever discovered by man for the cure of recessions and depressions—war! On September 1, Germany invaded Poland and two days later, World War II began.

The clash of armies, the bursting of bombs, and the roar of cannons in Europe brought prosperity back to the United States. And to Tampa.

Almost immediately, the Tampa Shipbuilding & Engineering Company, which had leased its yards to the Oscar Daniels Company during World War I, received a contract from the government for four 10,000-ton steel ships to cost about \$2,000,000 each. The company, headed by Ernest Kreher, had borrowed \$750,000 from PWA to build a 10,000-ton dry dock a short time before, after it had become apparent that war in Europe was inevitable. The shipyards had been enlarged and re-tooled and the company was all set to swing into action. It did.

Before 1939 ended, the company employed more than 2,000 men and had started work on the first two ships, the *Seawitch* and the *Shooting Star*. The yards hummed with activity.

During the late summer of 1940 the company got into financial difficulties and in November, the Tampa Shipbuilding Company, Inc., was organized to take over operations. George B. Howell was named president and J. W. Gray, secretary and treasurer. Kreher remained with the company as consulting engineer.

Thereafter, one ship after another slipped off the ways in Ybor Channel to join the fleets carrying supplies to war-torn Europe. When the United States entered the conflict, operations were speeded up still more. Employment reached a peak of 16,000. Nearly a hundred ships were constructed, principally for the navy, on a cost-plus, fixed fee basis. The largest were the destroyer tenders *Piedmont*, *Sierra* and *Yosemite* which cost \$17,000,000 each. They were the largest ships ever constructed south of Newport News. The company also repaired and converted more than 500 other ships, including many which had been damaged by submarines or in battles.

The company's operations were undoubtedly the largest ever conducted in South Florida. More than \$8,000,000 was spent in additional plant buildings, tools and machinery and, to handle the tremendous volume of materials pouring into the city, the company leased sixteen warehouses. Its weekly payroll at peak production exceeded \$750,000.

The first ship completed by the company, the *Seawitch*, led a charmed life during the war. She was at Manila when the Japanese bombed that port at the start of the war, but the captain raced to sea and she escaped unharmed. Thereafter, the *Seawitch* was used to deliver supplies all through the South Pacific and was never damaged, even though she almost always traveled without escort because of her speed.

To satisfy the nation's insatiable appetite for ships, another shipbuilding company was established in Tampa, McCloskey & Company, which had its yards and shops at Hooker's Point. This company built 5,000-ton concrete ships and at the peak employed 4,000 men. Its shops were equipped with more than a million dollars worth of machinery and it owned a huge graving drydock capable of accommodating a 480-foot vessel.

Seventy-eight large sea-going tugs also were built in Tampa for the army, by the Tampa Marine Corporation, headed by C. J. (Steve) Hyer (q.v.) and W. H. Reynolds. At the peak the company had 2,300 employees. It was awarded the Army-Navy "E" on April 18, 1944—the first given to any Tampa company.

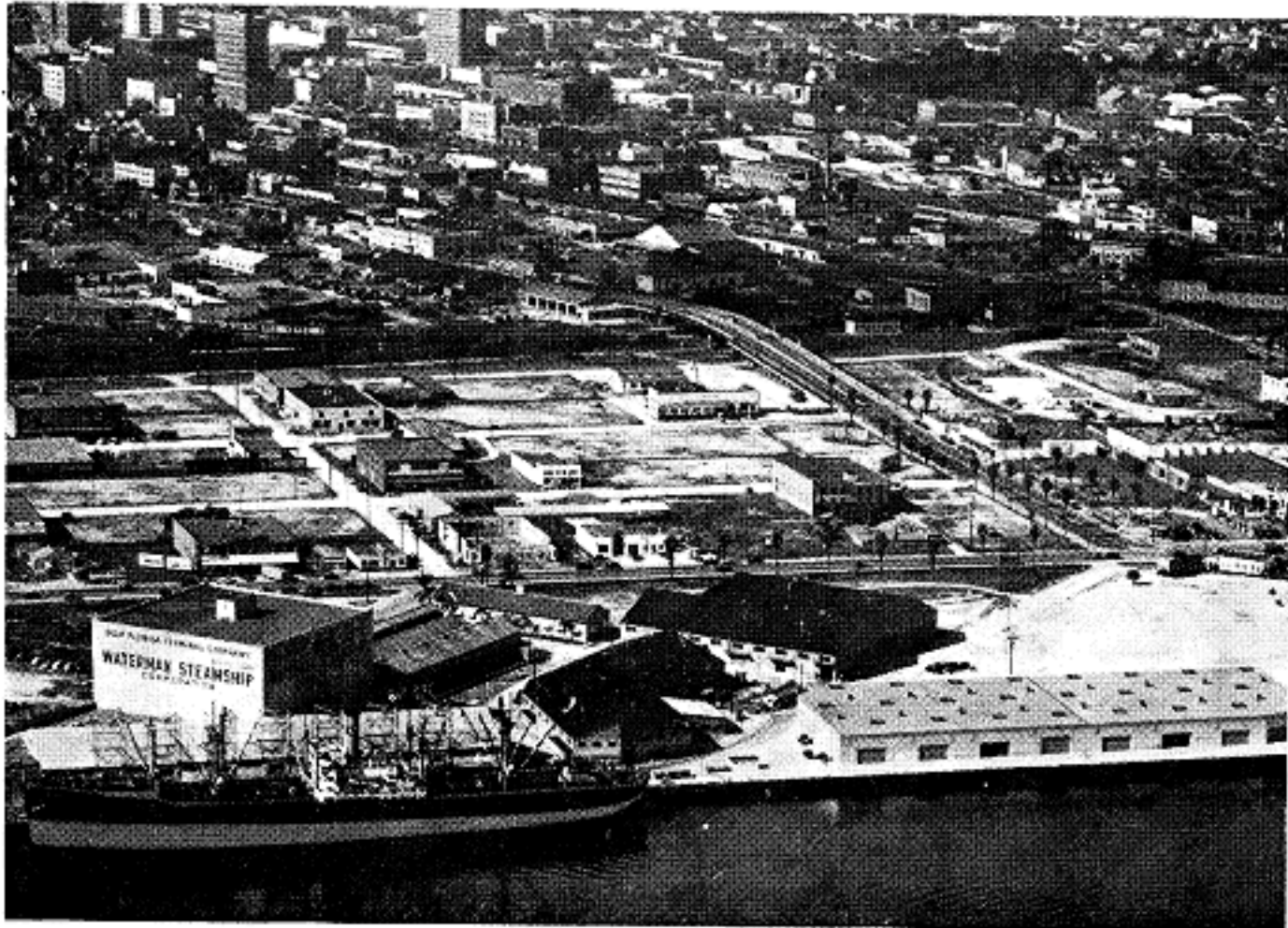
Tampa Gets an Army Air Base

Less than three months after the beginning of World War II in 1939, work was started on a project which has meant more to Tampa than anything since the coming of Plant's railroad in 1884—MacDill Field.

Tampa got the air base in sort of a round-about manner. During the mid-thirties, when war talk first started, the army began making plans for six air bases throughout the country, one of which, the Southeastern, was to be located somewhere in Florida. At first, the army seemed to favor Arcadia, where a large air base had been located during World War I. And, for some time, the Tampa Chamber of Commerce worked in Arcadia's behalf, the officials believing that anything which helped South Florida would help Tampa.

Early in 1939, however, winter maneuvers were held in Tampa by the GHQ Air Force, which had headquarters in the Palmerin Hotel on Davis Islands. While the top army airmen were here, they secretly advised several Tampa men that they had no idea of recommending Arcadia—they said they had no desire to be based in such a "desolate region." They suggested that Tampa should get busy and try to get the base itself, instead of plugging for some other locality.

That suggestion started fireworks. From then on, Tampa worked for the base as it had never before worked for anything. A committee of Tampa's leading citizens was named to pull the necessary strings—and the strings were pulled, unceasingly. Then, on July 14, 1939, the momentous announcement was made that General Thomas Handy, who had been conferring with the Tampa committee for weeks, had decided



Sleek steamers of the Waterman Steamship Company make Tampa a regular port of call, docking at the modern Gulf Florida Terminal on the Ybor Channel.

that the base should be located at the lower end of Interbay Peninsula, known as the Catfish Point section.

Members of the committee which succeeded in getting the base for Tampa were: W. Howard Frankland, Frank J. Gannon, George B. Howell, R. Ambler Liggett, Joseph A. Sweeney, E. P. Taliaferro, M. M. Frost, Pat Whitaker, Leslie H. Blank, A. B. McMullen, Howell T. Lykes, Jerome A. Waterman, D. Hoyt Woodbery, Robert Clinton, Francis L. Judd, G. Dave Curtis, T. N. Henderson and Henry C. Tillman.

One of the promises made to get the base was that the county would furnish 3,500 acres while the army was buying 2,295 more. But when the location of the site was announced, property owners began demanding fantastic prices for the land. As a result, the properties were condemned by the government on October 9 after 298 parcels had been appraised by Leslie H. Blank, W. E. Hamner and W. H. Toole. At that time the county promised to pay \$97,000 to the government in lieu of buying the land it had agreed to furnish.

A congressional appropriation of \$3,173,000 for the Southeastern Army Air base had been made in June, 1939, so money was immediately available to start construction. But work of clearing the huge tract and preparing it for a base was started as a WPA project, on Tuesday, November 28. WPA allotted \$609,641 and the war department \$455,114, making a total of \$1,064,755. Within a few days, 1,600 WPA workers were on the job. At the same time, WPA started extending Lisbon Avenue to the field, \$550,000 being allotted for the purpose.

Incidentally, these were the last WPA projects in Hillsborough County. When they were started, more than 8,000 men and women were on WPA rolls. Four months later the total was down to 5,503 and by the time the United States entered the war, WPA had faded out of the picture. Soon there was a shortage of workers in Tampa instead of an unemployment problem. The world conflict had routed the depression.

Construction work on runways, hangars, barracks and administration buildings at the air base was started in December, 1939. All were built by private contractors. The great expanse of scrub palmettoes and sand spurs, infested with rattlesnakes, began to be converted magically into one of the finest air bases in the nation. How many millions were spent in the conversion job, no one knows. The records are buried in war department files.

The base was named MacDill Field by the army early in 1940 in memory of Col. Leslie MacDill, a native of Monmouth, Ill., a veteran army aviator who was killed in 1938 in a crash at Washington, D. C., while on a flight from Bolling Field. The first road to the field also was named after him. Later, a much better highway to the base was built south on Vera Avenue from Hillsborough Avenue by the federal government, state and county. It was named the Dale Mabry Boulevard in

memory of Capt. Dale Mabry, of Tampa, who was killed January 28, 1922, when the dirigible *Roma*, built in Italy for the United States, burned at Hampton, Va., while on a trial flight. Dale was a brother of Giddings and Milton Mabry.

The first contingent of soldiers came to MacDill Field from Mitchell Field, New York, on March 11, 1940. Fifty men were in the contingent. A month later, 150 more arrived. From then on, they streamed in. By May 10, more than 1,000 were stationed at the base.

The first squadron of army planes, fourteen in number, arrived on May 15, 1940. The squadron consisted of four B-17s, the four-motored Boeing Bombers commonly known as the Flying Fortresses, and ten B-18s, two-motored Douglas bombers. The planes were flown here from Langley Field, Virginia, in four and one-half hours. The first plane which landed was piloted by Lieut. Col. Vincent J. Meloy, commander of the 29th Bombardment Group.

Unable to land at MacDill Field because the runways there were not yet completed, the planes settled down at Drew Field, which had just been leased to the army by the city for 25 years. On October 23, 1940, the army leased an adjoining 400-acre tract and later added to its holdings. During the war, when Colonel Melvin Asp was commanding officer there, great improvements were made and many thousands of men were brought in to receive their final training. Estimates of the total number trained at Drew vary greatly, ranging all the way from 50,000 to 120,000. Probably the greatest number at the field at any one time was about 25,000.

At MacDill Field, development work was rushed all during 1940. The first commanding officer there was Col. Clarence L. Tinker. The first formal flag raising at the base was held June 16 under the auspices of the Elks Lodge, the principal talks being made by Doyle E. Carlton and D. B. McKay. Patriotic songs were sung by Mrs. E. Bryant Wood. When war was declared, three bombing squadrons were stationed at the field, the 6th, 43rd and 52nd. Thereafter, the base was steadily enlarged and more than 15,000 servicemen were stationed there at the peak of operations.

Headquarters for the 3rd Air Force were maintained during the war at Fort Hesterly where \$50,000 more was spent by the air force for further improvements. Henderson Field, just west of the City of Temple Terrace, was used by the air corps for conditioning airmen. Development of this field had been started during the depression as a WPA project but was never completed, despite the fact that it had been envisioned as the county's "International Airport."

During the War—and Afterwards

From the time the Japanese bombed Pearl Harbor on December 7, 1941, until Japan surrendered nearly four years later, Tampa people

subordinated everything to the main task of winning the war, just as people did everywhere throughout the nation.

Before the war ended, thousands of Hillsborough County men were fighting in all parts of the world, from the fog-shrouded rocks of the Aleutians to the steaming jungles of New Guinea and the bloody battlefields of North Africa, Italy, France and Germany. Rarely did a week pass without word being received of several having made the supreme sacrifice.

It was little wonder, therefore, that Tampa people did not complain about the seemingly endless red tape and inconveniences of all forms of rationing, about restrictions against traveling, or about running short occasionally in a few items of food. And, as soldiers on the home front, they buckled down to the task of putting over war bond and Red Cross drives, serving as air wardens or waterfront guards, and doing everything possible to hasten the war's end.

Throughout the entire war, and for many months thereafter, Tampa was crowded with servicemen. Not only with men who were stationed at MacDill and Drew fields but with fighter pilots who were being trained at the Pinellas County Air Base and air corps technicians from St. Petersburg. And with servicemen from camps all over Florida who came to Tampa on furloughs or leaves to enjoy themselves. The hotels were always filled. Stores, restaurants and cafes did a record-smashing business. Everyone had money to spend—and they spent it.

While the war was in progress, Tampa got a new mayor, Curtis Hixon succeeding Mayor Robert E. L. Chancey in 1943.

Chancey had served the city twelve years, the stormiest in the city's history. He had been elected in 1931, defeating T. N. Henderson 7901 to 6632 in a wild election in which charges of vote fraud abounded. To assure a "clean election," police guarded the voting booths and arrested a hundred voters suspected of illegal practices. To add to the excitement, sheriff's deputies arrested the police. For a time it looked as though Tampa would have a civil war.

When Chancey took office, Tampa's financial affairs were in a sorry state. During the boom days, the city commissioners had bonded the city for \$13,000,000 for necessary public improvements and interest payments on the bonds were taking most of the city's depression-depleted revenues. Banks held the city's notes for \$600,000 and refused to lend any more. The city could not meet its payrolls. Chancey proceeded to slash the police and fire departments, reducing their budgets \$100,000 a year. Several fire stations were closed. Other city departments were similarly cut. Remaining employees were given part of their pay in certificates. Before the depression ended, the city had to borrow \$750,000 from the RFC to obtain money for city-sponsored WPA projects. To relieve the strain, the city's merchants finally agreed to pay a special tax on gross business.

Mayor Chancey was re-elected in 1935. After the election, charges were made that he and his political followers had been guilty of intimidating voters, stuffing the ballot boxes and doctoring the results. As a result of the alleged fraud, a movement to get voting machines, pioneered by W. R. Letcher, received wide popular support and the machines were finally purchased and installed.

In his bid for a fourth term in 1943, Mayor Chancey was opposed by Hixon, a druggist who had come to Tampa from Alabama in 1910. Hixon had served two terms as city alderman, had been twice elected as a county commissioner, and was popular. He defeated Chancey by a large majority.

The election marked the beginning of a reform wave which culminated in 1945 in a losing battle for the return of the city manager form of government but which effected a charter revision providing for representatives elected at large instead of by wards. It also increased the powers and duties of the mayor.

**Photo
not
available**

Hixon took office at the peak of the war, when the city was filled with servicemen, and he put the resources of the city into drives to curb vice and venereal diseases. He also began building up city departments which had become run down during the long depression years. He was able to perform this much needed task because the city had, by that time, started to become prosperous again and tax payments were increasing steadily.

Because of the war, and also because of politics, the entire Tampa Bay region was benefitted in 1944 by the action of the federal government in taking over Gandy Bridge and eliminating the toll. A free bridge had long been urged by civic leaders in both Tampa and St. Petersburg but officials of the Gandy Bridge Company, then reaping a rich harvest, succeeded in blocking all attempts to get action. However, they made the mistake of failing to make arrangements for servicemen to obtain passes easily and the government, spurred by Senator Claude Pepper, intervened. Just before the primary election of 1944, the bridge was commandeered by the government under provisions of the act which conferred war emergency powers upon the president. This action, it has been said, re-elected Pepper to the senate.

Gandy Bridge became a free bridge at 1:30 p.m., April 27, 1944. Up to that time, a toll of 35 cents had been charged for a car and five cents for each passenger. A jury fixed the price paid to the Gandy Bridge Company at \$2,382,642.

Davis Causeway, the connecting link between Tampa and Clearwater, was taken over by the State Road Department six weeks before the federal government took over Gandy Bridge.

The causeway had been started in 1927 by Capt. B. T. Davis but work on it had been halted first by the Florida crash and later by the national depression. Finally, in 1933, Davis secured an RFC loan and completed its construction. It was opened Thursday, June 28, 1934, with ceremonies sponsored by Corita Davis, daughter of the builder. A gate of flowers was cut by a group of Tampa girls including Elizabeth Sharpe, Mary Fernandez, Becky Price, Mary Catherine Michler, Robie Webb, Mrs. Sallie G. Bannon and Kathleen Simpson. Speeches were made by Doyle E. Carlton and Mayor Chancey.

The price paid for the nine-mile causeway and 3,510-foot bridge was \$1,085,000, of which the Federal Works Administration paid half and the State Road Department the remainder.

After the war ended, the causeway was greatly improved and beautified by the State Road Department, palms and shrubs being planted along its entire length and many attractive picnic shelters for motorists erected. Commissioners of Hillsborough and Pinellas counties were so well pleased by the development that they changed the name of the causeway to the Courtney Campbell Parkway, honoring the man who was

then the Tampa district member of the road department. Shortly thereafter, the department leased to the city of Tampa a tract of land at the east end of the causeway for use as a municipal bathing beach and picnic grounds. Plans for the development of the beach at a cost of approximately \$1,000,000 were nearing completion at the end of 1949. In addition to improvement of the beach, the plans provided for the construction of a casino, with dining room, lounge, roof garden, bar, balcony and convention room large enough to seat 1,000 persons; a fresh water swimming pool, two large bath houses, four cabanas, parking lots and landing slips for small boats. Work on the project was expected to start during 1950.

An Era of Peace—and Prosperity

When the war ended, Tampa worried for a time over the possibility that a wave of unemployment would follow the return of thousands of servicemen and the suspension of activities in the shipyards.

But a serious unemployment problem did not arise. A large percentage of the shipyard workers had come into Tampa from other places and when shipyard operations ceased, most of the outsiders drifted away, probably returning to their former homes. As for the servicemen—they were quickly absorbed by a Tampa which soon began enjoying record growth.

Tampa prospered along with all other communities in the Tampa Bay region. The prosperity was due almost entirely to the fact that the removal of wartime travel restrictions released a flood of winter visitors eager to bask in Florida sunshine. Northerners invaded Florida by the millions. In addition to vacationers, there came many thousands who had retired and desired to spend the remainder of their lives in a milder climate. Wide adoption of pension plans throughout the nation had greatly increased the number of persons who were financially able to retire, and Florida benefitted to a marked degree.

Real estate values in Tampa began to advance rapidly soon after the end of the war. This was partly due to the removal from the market of "distress properties"—boomtime constructed buildings which had been taken over by bond holders after the Florida crash and during the national depression.

On May 11, 1943, the Floridan Hotel, built in 1926 by a company headed by A. J. Simms and later acquired by the Collier Florida Coast Hotel Co., was purchased by a group of twelve persons including children of Paul H. Smith and Julian L. Cone. This group formed the Floridan Hotel Operating Co. which on February 24, 1946, purchased the Thomas Jefferson Hotel, rebuilt and greatly enlarged in 1926 by Logan Bros. Purchase price for the 162-room Thomas Jefferson was reported to be \$250,000.

During the summer of 1944 a syndicate headed by Julian L. Cone acquired the Stovall Professional Building, constructed in 1925-26 by W. F. Stovall. On October 13, 1944, this same syndicate purchased the Citizens Building, built in 1926 by the Citizens Bank & Trust Co. The reported purchase price was \$600,000—\$150,000 cash and a \$450,000 mortgage signed by J. L. Cone and T. E. Dressler.

Other buildings erected during the boom by Colonel Stovall were sold at a foreclosure sale in February, 1945, for \$698,200 to the Crest View Realty Company which was reorganized and refinanced by the company's attorney. Included in the sale were the Wallace S. Building, Stovall Office Building, Haverty Furniture Company Building, and other properties. The principal stockholders in the reorganized Crest View were Julian L. Cone, W. Howard Frankland, Paul H. Smith, C. T. Dawkins, Sam Flom, W. F. Stovall and W. O. Stovall. Colonel Stovall was made president. On June 3, 1948, one of the buildings, the Stovall Office, was sold for enough to pay all the company's indebtedness.

All the unsold lots in Davis Islands, the Davis Island Country Club, and stock of Davis Islands, Inc., were purchased on October 22, 1945, by a syndicate composed of W. Howard Frankland, J. H. L. French, Wallace C. Tinsley and Alfred Dana. The syndicate acquired nearly a thousand lots. The purchase price was not announced.

The Tampa Terrace Hotel was purchased on February 7, 1946, by a syndicate composed of Mrs. Angeles Corral, widow of the late Manuel Corral, and fifteen other persons. To operate the hotel, Overlord, Inc., was organized.

The Sunshine Race Track, constructed during the boom at a cost of \$1,250,000 and forced to close because of super-zealous law enforcement officials, was acquired in 1946 by a company headed by John W. Kane, of Wilmington, Del., and C. C. Vega, Jr., and reopened January 23, 1947. The race track has since become one of the West Coast's major attractions, each season showing improvement in the quality of racing and amount of mutual play.

Investment in expensive properties was only one of the signs of returning prosperity to the West Coast at the end of the war.

A building boom developed throughout the Tampa Bay region which was comparable in magnitude to the building boom of the 1920s, but fortunately without its speculative aspects. Every community spurted ahead. Tampa wholesale firms which sold building supplies did a land-office business. And so did the wholesalers and distributors of all types of consumer goods for which the public had developed a hunger during the war years. In helping to satisfy that hunger, Tampa business firms thrived amazingly.

Prosperity for Tampa also came from the decision of the army to retain MacDill Field as a permanent air base because of its excellent year-round flying weather and because it provided an unexcelled base

for bombers needed to patrol the Gulf and Caribbean. MacDill is now staffed by 5,500 military men and 1,000 civilians and brings into Tampa a monthly payroll which exceeds even that of the cigar industry. Inasmuch as a large percentage of both servicemen and civilian employees have families, a strong demand for homes has developed, particularly in the Interbay district.

Drew Field was inactivated soon after the war ended and on March 1, 1946, was turned over by the federal government to the city and immediately converted into a municipal airport. National Airlines began using the field on April 25 and Eastern Airlines on May 1. The name of the field was changed to Tampa International Airport on October 15, 1947. Operation of the port has been directed by the Hillsborough County Aviation Authority, organized August 23, 1945. The original members of the board were W. B. Haggerty, Leslie H. Blank, E. H. Chapman, Mayor Curtis Hixon and County Commissioner Moore. Haggerty, the chairman, was succeeded in March, 1946, by Karl B. Cuesta, Jr. Cuesta and Blank have since been succeeded by Tom N. Henderson and J. Clifford MacDonald. Donald C. Van de Water was director from December 1, 1945, to April 12, 1946, when he was succeeded by W. A. Berlin.

Due to action taken by Tampa's city officials, land adjacent to the Drew Field which had been acquired by the army did not revert to private ownership. On August 25, 1949, the city purchased 720



Photo by Burgert Bros.

Cigars are made by machinery as well as by hand in the famous Hav-A-Tampa Cigar Co., producer of almost half of all the cigars made at the present time in Tampa.

acres from the government for \$70,400, intending to use it for the development of a mammoth sports center, plans for which have not yet passed the discussion stage.

A broad program of public works projects, vitally needed to take care of Tampa's increased population and to provide for future growth, was launched soon after the war's end. Given top priority was a \$3,500,000 waterworks improvement program, work on which was completed in 1949. This assures Tampa of an adequate supply of water even during the most extended droughts and gives the city a waterworks system said to be surpassed by no other city of comparable size in the nation.

After long years of talking and controversy, Tampa took positive steps during 1949 to solve its sewage problem. Back in 1915, during Mayor D. B. McKay's administration, an excellent Imhoff disposal system was provided but the city's totally unexpected mushroom growth during the booming 1920s caused the system to become overtaxed. Sewers bubbled up all over town and the resultant stench was often almost unbearable. What was even worse, the waters of Hillsborough River and Hillsborough Bay were dangerously polluted.

Realizing that the situation had to be corrected, the city officials had plans made for a \$13,000,000 master sewerage system, to be financed by a special tax. Contracts for the first of three stages of construction were awarded during the summer of 1949. They totalled \$3,221,834. Work on the project was started December 12. When the system is entirely completed, pollution of the river and bay will be materially lessened. The complete solution of the pollution problem was indefinitely delayed, however, by the abandonment late in December of plans for a sewerage system in the Interbay district.

To lessen traffic congestion between downtown Tampa and Six Mile Creek, the city made rapid progress during 1949 in acquiring its portion of the right-of-way needed for the extension of Frank Adamo Drive. The county also took steps to acquire a three-mile strip needed to extend the drive to the Lake Wales Road. The State Road Department already had agreed to carry the highway eastward from that point, thereby providing a badly needed artery direct to the populous sections of central and east Florida.

Tampa became the owner of valuable waterfront facilities as a result of cessation of shipyard activities. The shipbuilding plant of McCloskey & Company on Hooker's Point, including 131 acres of land, was purchased on April 16, 1947 for \$425,000, on a down payment of \$85,000, the remaining \$340,000 to be paid within ten years. Title to the property rests in the Hillsborough County Port Authority, established by act of the state legislature June 11, 1945. The original members of the board were Bruce Robbins, Richard Knight, F. M. Hendry, Byron Bushnell, and Morris White. Robbins and White have since

been succeeded by Dave Gordon and Carleton C. Cone. By the end of 1949 the authority had succeeded in renting land and equipment to fifteen dissimilar business concerns which have added materially to the city's payrolls. H. Barton Lewis has been port manager since 1945.

Rapid growth of the University of Tampa followed the close of the war. When President Nance took charge in the spring of 1945, enrollment was down to less than 200. It shot upward fast, however, when veterans began taking advantage of the educational opportunities offered by the government. More than 1,100 students were enrolled in the fall of 1949.

The University's financial affairs were materially bettered in 1941 when the county commissioners allotted \$15,000 annually to its support. The allotment later was increased to \$25,000. The university was helped still more when Doctor Nance succeeded in raising \$65,000 from civic clubs, churches and individuals for new furnishings and

**Photo
not
available**

improvements. Doctor Nance also stressed the pressing need for raising an endowment fund of at least \$500,000. Two drives were conducted and by the end of 1949 the goal was almost in sight. David E. Smiley, publisher of the TAMPA TIMES and chairman of the university's board of trustees, served as the drive leader.

Hillsborough County's ancient courthouse in the heart of the business district, built in 1891, was doomed by the county commissioners during 1949 when they approved plans for a new building to be erected on the two blocks bounded by Lafayette, Pierce, Twiggs and Jefferson. Ground occupied by the old Madison Street School was taken over and private properties were purchased at a cost of \$160,000. Work of demolishing buildings was started late in 1949. The estimated cost of the new courthouse is \$2,355,000. It is to be financed by a one mill tax levy which during the two years prior to 1949 brought in \$985,000. County commissioners planned to award a construction contract in 1950.

In Ybor City, plans were being made late in 1949 for restoring the Spanish atmosphere of the business section. Many of the beautiful balconies, decorated with iron grill work, which formerly adorned the buildings, had been torn down through the passing years in so-called modernization programs and, as a result, Ybor City had lost much of its old-world charm. The proud Latins believed that if a restoration program could be carried out, possibly with federal assistance, Ybor City would attract almost as many sight-seers as the French quarter of New Orleans, particularly since Ybor City's Spanish restaurants have become nationally famous.

Because of the Latin-Americans, Tampa long ago acquired a cosmopolitan atmosphere equalled by few other cities of the country. Also because of the Latins, Tampa today has some of the nation's finest clubs—clubs which have done much to add to the culture of the city. These clubs, incidentally, were among the pioneers of group health insurance in the United States. Years ago they adopted plans for assuring all their members adequate medical and hospital care in case of illness. The leading Latin clubs are the Centro Asturiano, Centro Espanol, Circulo Cubano and Club Italia.

The cigar industry, for which Ybor City was founded, in 1885, furnished employment in 1949 for about 7,000 men and women, mostly Latin-Americans. The total was about 6,000 less than in the 1920s, due largely to the introduction of cigarmaking machines. Approximately the same number of cigars were being produced with 7,000 employees as had been produced 20 years before with 13,000. Keen competition had caused the death of many small concerns, the number of factories having plunged downward from 159 in 1927 to 18. All except three of the remaining factories operated union shops, the union having made a strong comeback during the 1930s.

Latin-Americans who came to Tampa because of the cigar industry were no longer entirely dependent upon it. Relatively few members of the second generation turned to the cigar factories for life jobs; they preferred to enter other lines of endeavor where the pay is better and opportunities for advancement greater. Today their occupations are as diversified as those of their Anglo-American friends and neighbors.

Although the cigar industry is still Tampa's leading industry, it probably does not bring as much money into the city as the government's operation of the air base at MacDill Field. Moreover, Tampa has long since ceased to be a one-industry town.

Because of the proximity of rich phosphate deposits, the manufacture of fertilizer has become of major importance. This industry was pioneered in 1904 by Lemuel R. Woods, founder of the Gulf Fertilizer Company, and since then several other large companies have entered the field, notably the Lyons Fertilizer Company and the West Coast Fertilizer Company. In addition, the U. S. Phosphoric Products Company has a multi-million dollar plant on the Alafia River. All these concerns have large payrolls and bring much money into Tampa.



Photo by Burgess Bros.

This is the heart of picturesque Ybor City, the Latin-American section of Tampa which is famous for its Old World atmosphere and Spanish restaurants. The photograph was taken in 1946 before street cars gave way to buses.

Another major industry is the manufacture of cement by the General Portland Cement Company, formerly known as the Florida Portland Cement Company, which has an immense plant on the east side of Sparkman Channel and produces most of the cement used in Florida.

Since the Big Freeze of 1894-95, Tampa has become one of the principal centers of Florida's mammoth citrus industry. Headquarters of the Florida Citrus Exchange, one of the state's largest cooperatives, have been maintained in Tampa since the organization was founded in 1909. The Exchange owns the building in which its general offices are located, at 110 Oak Avenue. Numerous packing plants also are located in and near Tampa, as well as several of the state's largest manufacturers of citrus juices and concentrates.

Tampa's highly productive back country, in which millions of dollars worth of truck produce are grown each winter for northern markets, has long been a major factor in Hillsborough County's economy. Plant City has been noted for many years as being the home of winter strawberries and, on the rich farms in that locality, tremendous quantities of celery, string beans, cabbage, peppers, and many other vegetables are produced each year. During the past decade, the Ruskin district has made tremendous forward strides and is widely known as the tomato center of the state and the nation's salad bowl.

Of utmost importance to the city is the fact that Tampa now has the finest harbor on the entire Gulf and is nationally recognized as a leading gateway to Central and South America. During the period of 1937 through 1941, outbound shipments averaged 2,120,153 tons annually and shipments received averaged 1,469,550 tons. The need for making still further improvements was recognized by the Corps of Engineers and Congress during 1949 in approving plans for projects totalling \$7,836,000. When these projects are completed, channels into Tampa's harbor and into Port Tampa will have a minimum depth of 34 feet and will be greatly widened.

In early 1950, Tampa was being served by steamships owned by the Waterman Steamship Corporation, Lykes Bros. Steamship Co., Inc., Luckenbach Gulf Steamship Co., Inc., Clyde Mallory Lines, Bull Steamship Co., American Fruit and Steamship Co., Alcoa Steamship Co., and Agwiline, Inc., and many smaller companies. Also, steamships owned by foreign companies arrive regularly at the harbor.





Photo by Burger Bros.

The heart of downtown Tampa, looking north on Franklin from Lafayette. The 13-story First National Bank building is shown at the left and the court house lawn at the right.

CHAPTER XIII

GASPARILLA SEES THE FAIRS

TAMPA, THE GLAMOROUS CITY on Tampa Bay, hard by the Spanish Main of yesteryear, has the unique distinction of being the only city in the whole world which is invaded and captured each year by a sinful pirate and the bloodthirsty members of his wicked crew.

The ruthless freebooter who crashes in, breaks down the city's defenses, and parades in triumph through the streets, is none other than that rapacious rascal Jose Gaspar, better known as Gasparilla, long famed in buccaneering lore.

Some unkind persons with no romance in their souls have said that Gasparilla was only a legendary pirate—that he never existed in real life.

Edwin D. Lambright, veteran editor of the TAMPA TRIBUNE, insists that such statements are malicious. Fifteen years ago he spent months in laborious research to learn the truth about the famous pirate and he preserved his findings for posterity in his fascinating book, "The Life and Exploits of Gasparilla, the Last of the Buccaneers," published in 1936. The following is a brief review of Gasparilla's life, as related by Author Lambright:

Jose Gaspar was born in 1756 in the province of Barcelona, Spain. He studied in a naval academy and when 22 years old was commissioned a lieutenant in the Spanish navy. During a battle with the British fleet in the Mediterranean in 1783, the Spanish fleet suffered a crushing defeat. The surviving ships fled to sea. Among these was the *Florida Blanca* on which Gaspar was serving.

Gaspar's boon companion was one Roderigo Lopez, an adventurous youth. The two men conceived the idea of seizing the ship and becoming pirates. Promoting a successful mutiny, they murdered the captain and the uncooperative members of the crew, threw their bodies to the sharks, and sailed away to Florida.

On the journey westward, Gaspar decided that his name lacked a romantic ring so he adopted the more mellifluous Gasparilla. He also changed the name of his ship to *Gasparilla*.

Finally reaching the Florida Straits, Gasparilla sailed up the West Coast until he reached the islands off Charlotte Harbor. Selecting one of the islands as a base, he named it Gasparilla Island, the name it bears today. The crew landed and built a group of houses of palmetto logs and established headquarters.

Three months later, Gasparilla set forth on his first venture in robbery on the high seas. Off the north coast of Cuba he sighted a Spanish merchantman. The ship was easy prey. Gasparilla offered

places in his band to any of the captured crew who might choose piracy to death. About a dozen accepted. The others, headed by the captain, declined. They were tossed into the sea. The pirates ransacked the ship and found much money and huge stocks of valuable stores. These they took, and also two fair young women who were passengers. Quarters for the women were established on an island near the pirates' base called Captiva. During the years which followed, scores of other beautiful maidens, ruthlessly seized despite their tears and pleas for mercy, were quartered on this island.

For more than three decades, Gasparilla continued his bloody career. Scores of ships were seized and looted of their treasure. A huge store of gold was accumulated and many chests full of precious gems. Gasparilla built a beautiful castle for himself on Gasparilla Island and furnished it lavishly.

One day in 1801, a galleon hove in sight. In its hold was a rich cargo of gold. But richer still was its human treasure. A beautiful Spanish princess was on board and five of her ladies-in-waiting. Gasparilla, wretch that he was, tossed the fair ladies-in-waiting to his crew. For himself, he kept the gorgeous Spanish princess. He propositioned her—but she spurned his advances. Irrked no end by her obstinacy, he ordered her beheaded—and beheaded she was.

For once, Gasparilla regretted his hasty action. He took the slim body of the princess in his arms, carried it ashore, and buried it in the island sand, high above the warm waters of the smiling Gulf. There, in her lonely grave, the princess probably still lies today while the night birds sing in the dusk to lull her spirit to rest and the moon throws kindly shadows o'er the spot.

As the years passed, the once mighty Gasparilla began to lose the fire of youth. His once boundless energy began to wane. And finally, in 1821, when he was 65 years old and had amassed a fortune of millions of dollars of stolen treasure, he decided to abandon his piratical career. Calling his faithful cutthroats to him, he told them sadly that he was quitting—that his horde of gold would be divided and that all who chose to go with him would sail to South America where they would live as gentlemen for the remainder of their lives.

The treasure was to be divided on December 21, 1821. But on the morning of that day, a brig was sighted in the Gulf. Gasparilla's eyes lit with avarice. He could not resist the temptation of taking one more rich prize before he ended his pirate days. Out into the Gulf he sailed to engage the ship. But, alas and alack, the brig turned out to be the camouflaged U. S. Navy ship *Enterprise*, one of a fleet sent out to sweep piracy from the seas.

The pirates fought valiantly. But their ship was soon riddled by the blazing guns of the *Enterprise*. Many of the crew fell, mortally

wounded. Gasparilla was heartbroken. And when he saw a longboat being lowered from the warship to come and capture him, he seized a length of anchor chain, wrapped it about his waist, mounted to the guard rail, and shouted to his men: "Gasparilla dies by his own hand, not the enemy's!" He leaped into the sea. His sword, held high overhead, flashed in the sunlight. A splash. A moment of ripples. A moment of bubbles. And then all was still. Gasparilla had gone to his final resting place.

Of the forty pirates who started on the fatal raid, ten managed to escape, swimming to the mainland. Eighteen were dead. Twelve were captured. They were taken to New Orleans, tried, and later hung. All except one, John Gomez, the cabin boy. He was spared because of his youth and sentenced instead to ten years in prison.

Gasparilla's treasure has never been found. It may lie buried today in the sands of Gasparilla Island, hidden from the covetous eyes of man. The buccaneer's palatial home has disappeared. But fishermen say that sometimes in the dead of night, off Gasparilla Island, when the waves are singing a soft lullaby to the weary and the wind is whispering sweet messages through the palms, the phantom vessels of the pirate fleet arise from their ocean resting place and pursue, as in the days of old, the ghost ships of the merchantmen.

That is the story of Gasparilla, the buccaneer, as summarized from the book of Author Lambricht. His end was tragic, true enough. But Gasparilla was not destined to remain forgotten forever in his watery grave in the Gulf of Mexico.

In the spring of 1904, Miss Louise Frances Dodge, society editor of the TAMPA TRIBUNE, was wracking her brains trying to think of something spectacular to enliven a May Festival she was planning. Just then a man of ideas came into her office—George W. Hardee. He suggested the reincarnation of Gasparilla—an invasion of Tampa by the doughty pirate. Miss Dodge was impressed, and from Hardee's suggestion came Tampa's annual Gasparilla Carnival and Ye Mystic Krewe of Gasparilla.

Numerous conferences with social and civic leaders followed. A group of young men, not adverse to becoming pirates for a day or week, were banded together as members of the Krewe. Plans were made secretly and then, on April 23, 1904, the startling announcement that Tampa would be invaded by Gasparilla during the May Festival was made on the first page of the TRIBUNE. And the invasion took place as planned, on May 4, 1904.

During the years which have followed 1904, the Gasparilla Carnival has developed into a spectacle unique in American pageantry. There is never a dull moment from the time the pirate and his crew appear on Invasion Day in their three-masted sloop with the Jolly Rodger dancing

at its masthead, until the pirate ship puts out to sea five days later. During that period of revelry there is a huge triumphal parade surpassed nowhere in the nation, a gala night parade in Ybor City, and a long round of social events, noted for their merrymaking, climaxed by the annual coronation ball.

Truly, Gasparilla lives again—in Tampa. But he is no longer Pirate Gasparilla—he is King Gasparilla, and while he's in town, he reigns in regal splendor. Members of Ye Mystic Krewe who have had their day as King Gasparilla are: 1904—E. R. Gundy; 1905—W. C. Gaither; 1906—Penn Dawson; 1910—E. M. Hendry; 1911—F. M. Anderson; 1912—J. G. Barkley; 1913—Tom L. Lykes; 1914—W. R. Beckwith; 1915—Tod Ford Gillett; 1916—E. P. Taliaferro; 1917—Wallace O. Stovall; 1920—Otto Lee Henderson; 1921—L. Walthugh Lee; 1922—Joe B. Johnson; 1923—D. Collins Gillett; 1924—James W. Warren; 1925—C. L. Sparkman; 1926—Robert W. Shackelford; 1927—J. MacDonnell Thompson; 1928—L. G. (Ted) de la Vergne; 1929—Lem P. Woods; 1930—Gordon L. Gibbons; 1931—Jim E. Wall, Jr.; 1932—W. Frank Hobbs; 1933—Truman Green; 1934—G. R. Griffin; 1935—Henry Weidman; 1936—John Bell; 1937—Dr. H. J. Blackmon; 1938—David Falk; 1939—Lebron Kinchley; 1940—Clyde Perry; 1941—James T. Swann, Jr.; 1947—Neil McMullen; 1948—Dr. Philip Hampton; 1949—William C. McElmurray, and 1950—W. Howard Frankland.



Photo by Burgert Bros.

The silvery domes and minarets of the Tampa Bay Hotel, now the University of Tampa, lend a Moorish touch to the skyline of modern Tampa.

Tampa women who have served as Queen of Gasparilla are: 1904—Mary Lee Douglass (Mrs. W. L. Ligat); 1905—Mary Carnes (Mrs. Charles Ward); 1906—Lillian Stevens (Mrs. Penn Dawson); 1910—Kathleen Phillips (Mrs. J. A. Trawick); 1911—Dorothy Gunby (Mrs. Jerry Sommers); 1912—Stella Taliaferro (Mrs. Martin B. Withers); 1913—Ruth Trice (Mrs. George V. Booker); 1914—Mary Cotter Lucas (Mrs. James T. Swann); 1915—Daisy Giddens (Mrs. Daisy G. Murphy); 1916—Doris Knight (Mrs. Wallace O. Stovall); 1920—Mary Trice Clewis (Mrs. George B. Howell); 1921—Mildred Taliaferro (Mrs. Andres Iglesias); 1922—Lillie Wall Honaker (Mrs. A. L. Adams); 1923—Marian Harvey (Mrs. Charles Partrick); 1924—Sara Keller (Mrs. Sara Lykes Keller); 1925—Elizabeth Nelson (Mrs. Council Rudolph); 1926—Nell Lee (Mrs. J. Neal Greening); 1927—Carlotta Cuesta (Mrs. Arnold S. Kirkeby); 1928—Emala Parkhill (Mrs. A. Pickens Coles); 1929—Elizabeth Dawson (Mrs. C. H. Martin); 1930—Lucille Trice (Mrs. F. Douglas Carten); 1931—Phyllis Turner (Mrs. James W. Warren); 1932—Sylvia Corral (Mrs. C. C. Vega, Jr.); 1933—Carol Lyons (Mrs. F. S. Jahn); 1934—Louise Lykes; 1935—Sara Brantley Johnson (Mrs. Walter H. Turpin II); 1936—Martha Carlton (Mrs. David Ward); 1937—Eleanor McKay (Mrs. Jack Peters); 1938—Mary Frances Swann (Mrs. Mary Frances McKnight); 1939—Peggy Van Dyke (Mrs. J. Carrington Barrs); 1940—Sue Cross (Mrs. Ed Ventress); 1941—Ruth Binnicker (Mrs. James T. Swann, Jr.); 1947—Dolly Sutton (Mrs. Herbert Robson); 1948—Mary Ellen Cook; 1949—Lucy Ann Forgy, and 1950—Miss Mary Julia Dupree.

Florida Goes to the Fair

The annual Gasparilla Pirate Festival is held concurrently each February with the Florida State Fair, now the largest winter exposition in the world.

Tampa's first fairs, back in the 1890s, were sponsored by Henry B. Plant, builder of the Tampa Bay Hotel, to serve as an attraction for the guests of his hotel and also to promote interest in South Florida. They were held in connection with the horse races at the race tracks built by the railroad magnate northwest of the hotel. Widely advertised throughout the state, the fairs attracted large crowds and South Florida counties vied with each other in furnishing interesting exhibits.

The fairs were discontinued after the death of Plant in 1899 and five years passed before Tampa had another. Sponsored by a committee of local citizens headed by T. J. Laud-Brown, then manager of the Tampa Bay Hotel, a fair was held in November, 1905. One of the features of the program, in which the Gasparilla carnival played a big part, was the first Tampa parade in which automobiles appeared. At that time, about sixty Tampans owned cars but only three had enough faith

in their horseless carriages to venture forth in a parade—Ernest Berger, J. J. Farnsworth and F. E. Muller.

The fair was repeated by the same company in November, 1906, but was not a financial success, despite the appearance of Vice-President and Mrs. Charles W. Fairbanks. So the fairs were abandoned.

Tampa had no annual festivity of any kind thereafter until the Panama Canal Celebration was held in February, 1910, in anticipation of the great benefit which would accrue to Tampa with the opening of the long-awaited canal. This celebration, also promoted by the energetic Laud-Brown, attracted more than 100,000 persons to Tampa, including many internationally famed celebrities.

Tampa's next festivity was held in February, 1911, to celebrate the fact that the city had shown a remarkable growth during the preceding decade, as shown by the 1910 census. Laud-Brown was again the promoter. The Census Celebration was featured by the appearance in Tampa of the first airplanes, piloted by Lincoln Beachey and J. A. D. McCurdy. The intrepid airmen first flew on Sunday, February 19—and were promptly arrested on charges of disturbing the peace, sworn out by Tampa ministers who did not like the idea of the Sabbath being desecrated in such an unholy manner. Despite the arrests, the two men continued to fly and Beachey made history that week by flying over Tampa at night, the first night flying in the history of aviation. Beachey later was killed when his plane plunged into San Francisco Bay.



Photo by Burgert Bros.

Hundreds of thousands of persons come to Tampa each February to attend the Florida State Fair, the largest winter exposition in the world.

During the next four years, the Gasparilla carnival monopolized festivities and each winter became more spectacular.

Not until the summer of 1915 was a determined effort made to revive the fairs. At that time the South Florida Fair and Gasparilla Association was organized by J. A. Griffin, Charles A. McKay, J. Edgar Wall and C. R. McFarland with W. G. Brorein as president and A. L. Allen as secretary. Other counties and cities were persuaded to participate, buildings were erected at Plant Field, and the fair was opened February 4, 1916. It continued until February 12. During that period, ten conventions were held in the city and Samuel Gompers, president of the A. F. of L., was the guest of honor.

The 1916 fair was so successful that it was repeated in 1917. It was not held in 1918 because of World War I but was revived in 1919. Since that time it has been Florida's most outstanding winter event and has been held each year except during World War II. Scores of the city's leading citizens have served as directors of the fair association, without remuneration, to make it a success. P. T. Strieder, formerly of Fort Wayne, Ind., has been general manager of the fair since 1920. In 1946, the name of the sponsoring organization was changed to the Florida State Fair and Gasparilla Association.

One of the principal features of the fair for many years was the famous Johnny Jones Carnival. Since the death of Jones, the carnival has been succeeded by the Royal American Shows which winter in the city.

Facilities at the fair grounds have been greatly improved since the first fair was held. In 1923, a new concrete grandstand was built and several new exhibition buildings constructed. The greatest improvements came during WPA days in the 1930s when \$465,724 was spent for buildings and other improvements. One old building replaced at that time was the old Gordon Keller Hospital which had housed exhibits after the Municipal Hospital was completed in 1927. Since the end of World War II, the fair association has built many other new buildings and has succeeded, in countless other ways, in making the fair more attractive. Held in conjunction with the Gasparilla celebration, it serves to lure hundreds of thousands of persons to Tampa at the height of the winter season.



CHAPTER XIV

MISCELLANEOUS

Fort Brooke

Fort Brooke, first called Cantonment Brooke, was established on January 24, 1824, by Colonel George Mercer Brooke. On December 10, 1830, President Andrew Jackson set aside a military reservation of 16 miles square, 256 square miles, with Fort Brooke in the exact center. This reservation was reduced to four miles square by the Secretary of War on February 13, 1847, and on March 21, 1848, was reduced again to the military quarters and their enclosures, the present Whiting Street being the northern boundary on the river side. On the east, the reservation ran as far north as the present Sixth Avenue.

On July 24, 1860, the Secretary of War decided that the fort no longer was needed for military purposes and turned the land over to the Department of the Interior. Captain James McKay then leased it, posting a \$1,000 bond. He took possession January 1, 1861, but when the Civil War started, the Confederate Army occupied the garrison. The Confederates abandoned the fort May 12, 1864, and three days later, the Yankees moved in. They stayed a month and then left. Federal occupation troops came in

when the war ended and remained until August 16, 1869.

On January 22, 1877, the military reservation was reduced to about 148 acres, the section east of East Street and south of Sixth Avenue being reverted to the public domain. This latter portion was then purchased by private parties and the Town of Fort Brooke came into existence.

In May, 1880, two companies were transferred to the fort from Key West, then suffering from yellow fever. The soldiers remained until late 1882 when they were transferred to Mt. Vernon, Ala., and St. Augustine. The last contingent left on December 21.

On January 4, 1883, the War Department turned the 148 acres left in the fort over to the Department of the Interior and on March 23, 1883, the finest portion was homesteaded by Dr. Edmund S. Carew. (See Page 169.) Applications for the remainder of the garrison were filed by other homesteaders. A long legal battle between various claimants of the property followed. It was not settled until January 3, 1905, when the U. S. Supreme Court ruled in favor of homesteaders. (See Page 219.)

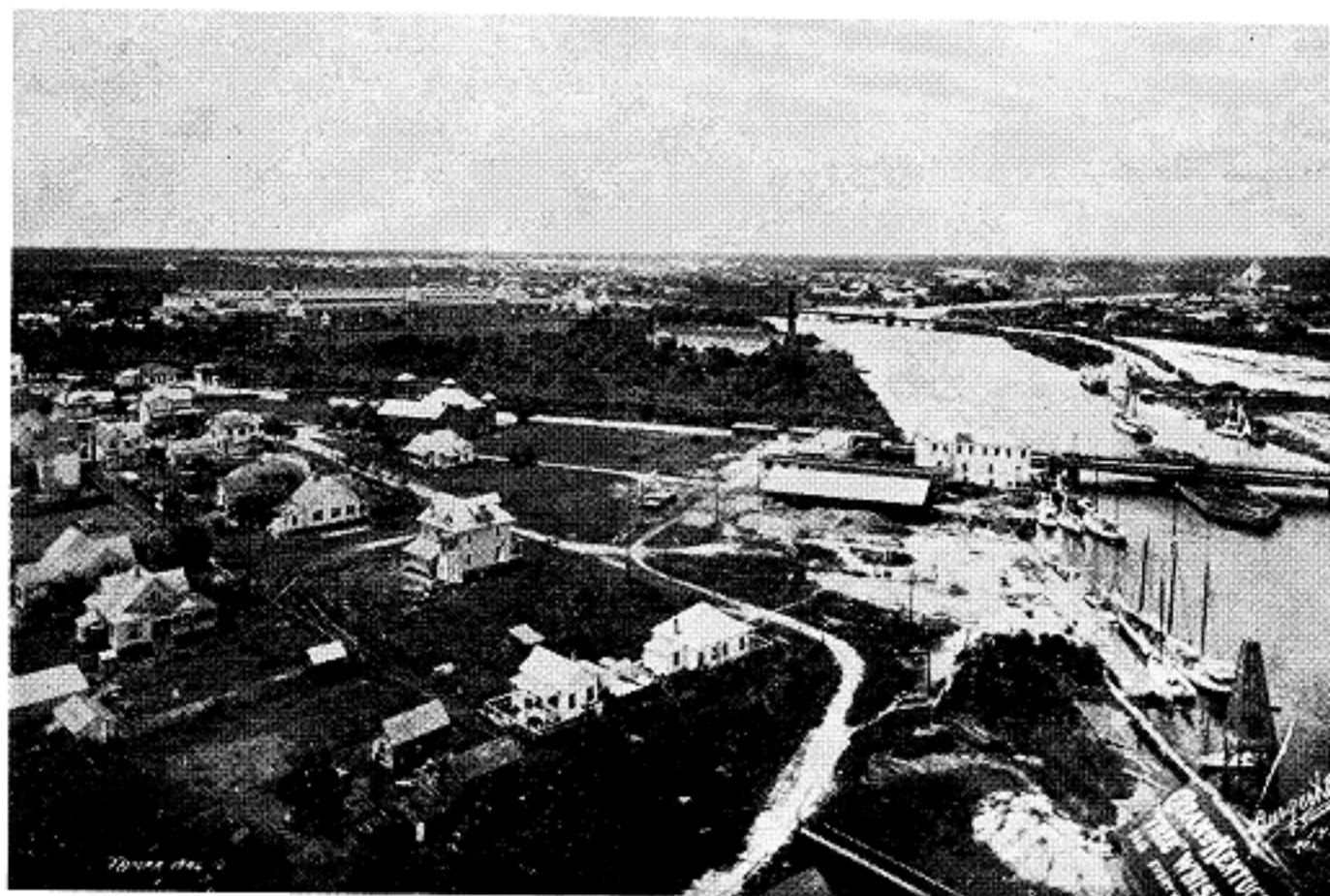


Photo by Burgert Bros.

Looking north from top of Tampa Electric smokestack in 1906. Two bridges across the Hillsborough can be seen—the Lafayette Street bridge at extreme right and the Atlantic Coast Line bridge in distance. The Tampa Bay Hotel and the race track beyond it are visible. The old Baptist Church is in front of Plant Park.

Hillsborough County

Hillsborough County was established by the State Legislature January 25, 1834, being carved out of Alachua County. It contained 8,580 square miles (5,491,200 acres) and extended half way across the peninsula and from above the present Dade City on the north to the Caloosahatchee River on the south. (See Page 67.)

Hillsborough lost almost half of its vast domain on January 9, 1855, when Manatee County was created by the State Legislature. (See Page 128.) Another rich section was lost February 8, 1861, when Polk County was created. (See Page 160.) Land north of the present boundary of the county was taken on June 2, 1887, when Pasco County was created and on May 23, 1911, the State Legislature created Pinellas County. (See Page 231.)

HILLSBOROUGH COUNTY HISTORICAL COMMISSION was created by the State Legislature in 1949 to collect and preserve historical material of Hillsborough County and South Florida. Mrs. John Branch, who took an active part in its creation, is chairman and Charles H. Pent is secretary. Other members are: D. B. McKay, Horace Hackney, Mrs. Harry L. Weedon, Mrs. Roy Frierson, Mrs. J. H. Letton, Theodore Lesley, John Eskridge, Mrs. G. W. Worthington, and Dr. C. T. Young. The members named Mr. McKay as county historian.

The county commissioners have been authorized by the act to appropriate as much as \$3,000 annually to pay expenses of the commission and provide rooms for the preservation and display of historical material.

POPULATION

The growth of Tampa and Hillsborough County is shown by Census figures, as follows:

	Tampa	County
1840	(not given)	452
1850	441*	2,377
1860	885*	2,981
1870	796	3,216
1880	720	5,814
1890	5,532	14,941
1900	15,839	36,013
1910	37,782	78,374
1920	51,608	88,257
1930	101,161	153,519
1940	108,391	180,148
1945**	124,476	207,844

* Estimates made by counting names on County Census sheets

** State census

Port Tampa City was founded in 1887 when H. B. Plant extended his South Florida Railroad to Old Tampa Bay at that point. Great wharves and warehouses were erected there, and also Port Tampa Inn, extending over the water. Picnic Island, one of Tampa's favorite amusement places for many years, was established nearby.

Port Tampa City boomed for more than a decade, but its growth was halted by the harbor development in Tampa proper, which drew away much of its maritime trade. Following the

death of Mr. Plant, the extensive holdings of the Plant Investment Company at Port Tampa were purchased by the Atlantic Coast Line Railroad and affiliates. The steamship lines started by Plant were acquired by the P. & O. Steamship Company which operated the steamers *Cuba* and *Governor Cobb* between the port and Havana until World War II.

For a year or so during the 1890s, Port Tampa was the headquarters of the Honduras National Lottery, founded by backers of the Louisiana State Lottery of New Orleans after the latter was closed in 1893. Lottery men erected a fort-like brick building, surrounded by a stockade and patrolled by armed guards. Lottery drawings were made at Puerto Cortez, a small island off the Honduras coast, and lists of winning numbers were printed on the steamship *Breakwater* which ran between Puerto Cortez and Port Tampa. To avoid conflict with U. S. Postal Authorities, tickets and money were distributed by the Central American Express Company. Despite this precaution, the lottery was broken up by the Federal government in 1895 and the building was closed. The Port Tampa Public School now stands on the site.

The population of Port Tampa in 1940 was 1,124 and in 1945, 1,401.

Town of North Tampa—Incorporated in 1885 after opening of E. A. Clarke (q.v.) Subdivision. Became Second Ward of Tampa in 1887 when Tampa was incorporated as a city. (See Page 184.)

Town of Fort Brooke—Located east of East Avenue and south of Fifth Avenue, originally part of the old Fort Brooke military reservation. Incorporated in 1885 and remained outside Tampa city limits until 1907.

Ybor City—Founded late in 1885 by Vicente Martinez Ybor (q.v.) as center for the cigar industry. Became Fourth Ward of Tampa in 1887.

West Tampa—Original developers of West Tampa were Hugh C. Macfarlane, George N. Benjamin, John H. Drew, Phillip H. Collins, Matthew and W. W. Hooper, L. B. Skinner and A. C. Clewis. Incorporated May 18, 1895; first mayor, Fernando Figuerdo. Its population then was 2,815. Became part of Tampa January 1, 1925.

Mayors of Tampa

Tampa's first mayor was Judge Joseph B. Lancaster, one of Florida's most distinguished jurists, who came to Tampa from Jacksonville in 1853. He was elected February 16, 1856, in the first election under the city charter approved by the State Legislature December 15, 1855.

Judge Lancaster died November 25, 1856, and at a special election, held December 6, Alfonso DeLaunay was chosen to succeed him. Darwin A. Branch, son of Dr. Franklin Branch, was elected mayor in 1857; Madison Post, in 1858; Capt. James McKay, Sr., 1859; Dr. J. P. Creighton, 1860; Hamlin V. Snell, 1861, and John Jackson, in 1862.

Immediately after Jackson was elected, municipal government was suspended by the Con-

federate commander at Fort Brooke, on February 22, 1862. After the war, in August, 1866, Jackson called for a municipal election but it was declared illegal. Subsequently, at an election in October, 1866, E. A. Clarke was elected mayor. He served until March, 1869, when he was succeeded by John T. Lesley. On October 4, 1869, the city government was suspended, largely because hard times made it difficult for citizens to pay city taxes.

Tampa was incorporated again in 1873, this time as a town, and on August 11 James E. Lipscomb was elected mayor. He was succeeded in August, 1876, by H. P. Lovering who served until August, 1877, when Thomas E. Jackson was elected—Tampa's first native son mayor. Jackson was followed, in August, 1878, by Dr. John P. Wall who served until August, 1880, when Henry C. Ferris, another native son, was elected.

Ferris soon moved across the river, outside the town limits, and had to resign. He was succeeded on March 22, 1881, by G. B. Sparkman, a native of Hillsborough County, who served until August, 1883, when he was succeeded by Dr. Duff Post, who was born in Tampa. Dr. Post served until August, 1886, when Herman Glogowski was elected.

Tampa was incorporated again as a city by the State Legislature in April, 1887, and the first city election under the new charter was held July 15. In a hotly contested race, G. B. Sparkman was elected mayor, defeating Henry C. Ferris 283 to 269. Thereafter, elections were held in March.

Mayors elected thereafter were: 1888, Herman Glogowski; 1889, Thomas Jackson; 1890, Herman Glogowski; 1891, Dr. Duff Post; 1892, Herman Glogowski; 1893, F. A. Salomonson; 1894, Robert W. Easley; 1895, F. A. Salomonson; 1896, M. E. Gillett; 1898, F. C. Bowyer; 1900, F. L. Wing; 1902, James McKay, Jr.; 1904, F. A. Salomonson; 1906, W. H. Frecker; 1908, F. L. Wing; 1910-12-16, D. B. McKay; 1920, H. C. Gordon; 1921, Charles H. Brown, mayor-commissioner; 1925, Perry G. Wall, mayor-commissioner; 1927, D. B. McKay; 1931, T. N. Henderson; 1931-35-39, R. E. L. Chancey; 1943-47, Curtis Hixon.

Only four men who have served as mayor were born in Tampa: Thomas E. Jackson, Henry C. Ferris, Dr. Duff Post, and Donald Brenham McKay. One other, G. B. Sparkman, was born in Hillsborough County outside of Tampa. Mr. McKay is the only native son who has served during this century.

**Photo
not
available**

Ruskin—Florida's Salad Bowl

Few sections of Florida have seen more rapid development during the past twenty years than the community of Ruskin, located on the eastern shore of Tampa Bay approximately fourteen miles due south of Tampa, just north of the beautiful Little Manatee River.

Ruskin probably owes its origin to the fact that Miss Adaline Dickman, of Sumner, Iowa, was married about 1888 to Dr. George McA. Miller, head of Ruskin College, of Glenn Ellen, Ill. Dr. Miller decided, about 1908, that the small college should be moved to Florida and, after making a survey of the state, selected the Little Manatee River section as the most favorable.

The three brothers of Mrs. Miller—Albert P., L. L. and N. E. Dickman—backed Dr. Miller in the venture and together they purchased 12,000 acres. Half of the huge tract was platted into small farm plots and the "town" of Ruskin. The remaining 6,000 acres were retained by the community founders for themselves.

The small farm plots and town lots were sold to would-be Florida settlers in all parts of the country at \$10 an acre for the farm lands and \$10 each for the town lots. The colonizers were supposed to work together as a team, helping one another grow and market the crops, and share in the profits.

Ruskin College was moved to the village of Ruskin in 1910. Rustic type buildings were erected for use as dormitories and a large concrete structure, now used by the Ruskin Women's Club, was built for class rooms. Students were expected to study four hours a day, attend classes for four hours, and work for four hours, their work to help pay for their education.

The Ruskin colonization venture was not a success. Many persons bought farm plots but little produce was raised, for a variety of reasons, and in time the whole program collapsed.

The college fared better. It had good teachers and at its peak, an enrollment of 160 students, boys and girls. But then came World War I. Many of the male students went into the armed services or into war industries. Teachers also left. The college closed. And in 1918, Dr. Miller died. The college was never re-opened. The town of Ruskin slumbered.

Its transformation from a spot on the map to the thriving community it is today is due in large measure to the efforts of Paul B. Dickman, son of Alfred P. Dickman, one of the town founders.

Paul Dickman was actively engaged in the real estate business during the Florida boom but when the crash came, his paper profits vanished and he found himself heavily in debt. About all he had was 2,500 acres of undeveloped land, inherited from his father. At that time, only 72 acres were under cultivation north of the Little Manatee.

Dickman decided to make another try at selling the land to colonizers. He made many sales, particularly to ex-soldiers who were drawing pensions. He also succeeded in persuading the

Manatee County Growers Association to move a packing plant into Ruskin. For a time, the community boomed. Unfortunately, however, few of the new settlers were good farmers. They failed to raise paying crops and for a time it looked as though Ruskin was doomed to be forever unproductive.

Then Dickman decided to take a hand himself at farming. He knew little about it and had almost no money. But, in the fall of 1929, he started with an acre and a half of land and one mule. Strangely enough, he raised a crop which returned a profit. A little—but not much. Not enough to give him a good credit standing with members of the financial committee of the Manatee County Growers Association. When he tried to borrow \$300 to buy fertilizer, they turned him down. They decreed that an ex-real estate man could not possibly become a good farmer. But Dickman got his fertilizer on credit from a fertilizer company and went ahead regardless.

Dickman's success since then has been nothing less than phenomenal. Part of it is due to Ruskin's favorable location in a section rarely harmed by frosts, protected as it is by the water of Tampa Bay. Part also is due to the excellent soil, a sandy loam which is underlaid with shell marl, and to the abundant artesian water available for irrigation.

But most of Dickman's success is due entirely to his own efforts. Realizing that he knew next to nothing about scientific farming, and also realizing that he could not farm profitably without using scientific methods, he spent endless hours in study and more hours in experiments. His main concern was soil analysis and fertilization. He invented spider-like mechanical creations for cultivating the fields and spraying the growing plants. He employed the best men available to help him in his work. Each season he gambled on the weather and planted more and more acres. And always his crops returned good profits.

By the mid-1930s everyone on the West Coast recognized Dickman as being a farmer of outstanding ability and the Manatee County Growers Association made him a director, and then president. By 1940, the Ruskin branch of the organization had become larger, and more profitable, than its parent, so Dickman led a movement to form a new organization, the Ruskin Vegetable Cooperative, to carry out his ideas regarding more diversified farming. Members of the cooperative now produce vegetables during nine months of the year, from October 1 to the end of June. And, because of the diversity of crops raised, Ruskin has become nationally known as Florida's salad bowl.

Profits cannot be made, quite obviously, on produce which is not sold. To make sure that everything grown would be marketed, Dickman developed a sales organization for the cooperative, called the Ruskin Vegetable Distributors, and established trade names for Ruskin-grown vegetables, "Ruskin," "Bayshore" and "R.V.D." These brands are now widely known all through the eastern part of the

United States where the vegetables are carried in huge refrigerated trucks, all painted a vivid lemon color, Dickman's favorite color.

A marketing technique developed by Dickman which has attracted national attention is his "pre-packaging" — taking vegetables direct from the field, packing them in small cellophane containers, and transporting them in refrigerated trucks direct to market where they are sold as fresh as the day they were harvested.

Dickman's original 1½-acre truck farm of 1929 has expanded, almost miraculously, into farms totalling 1320 acres. In addition, he has 80 acres in citrus trees and 3600 acres in grazing lands where he has started raising cattle on a large scale, developing a hybrid breed from thoroughbred Herefords and Brahmas.

The Paul B. Dickman Farms have become one of the outstanding industries of Florida and have become nationally known through countless magazine and newspaper articles. Numerous federal and state agricultural experiments are conducted there and school children come from all parts of the state to study his agricultural methods. And farmers all over South Florida, recognizing that he has performed an outstanding service for the state by revolutionizing truck farming, have adopted his methods for use themselves.

This Is the Weather

Maps of the United States show that the entire state of Florida lies farther south than any part of California. And Tampa is about 300 miles farther south than San Diego, Dallas or Savannah.

Despite its extreme southern location, Tampa has a delightful summer climate, due largely to the fact that the rainy season occurs during the summer months. As a result, the temperature is kept at a moderate level by towering thunderclouds with their cooling shades and showers. The afternoon temperature in summer frequently passes the 90 degree mark but rarely 95. The highest official reading on record is 98, which occurred on July 21, 1942.

The mildness of Tampa's winters is due, of course, to its southern location and also to the fact that cold winds from the north are routed by warm breezes from the landlocked Gulf of Mexico. January in Tampa is as mild as May in the north and west. The average minimum temperature is 20 degrees above the freezing point. The average winter will have only one or two days with frosts.

The worst freeze in the history of South Florida occurred during the winter of 1894-95. (See Chapter X.) W. W. Talbott, meteorologist in charge of the U. S. Weather Bureau at Tampa, says that the second worst freeze occurred December 11-13, 1934.

The hurricane is a recognized factor in Florida's climate. But Talbott states that weather bureau records prove that the chances are only one in twenty that a hurricane will hit Tampa in any given year.

Probably the worst hurricane which affected Tampa occurred on September 25, 1848 (see

Page 112), but no accurate records exist regarding its intensity. In modern times, the most damage was done by the hurricane of October 25, 1921. (See Chapter XI.) The maximum wind was only 53.8 miles but the water rose 10.5 feet above mean low tide, causing considerable damage along the waterfronts. The barometric pressure was 28.81. No fatalities occurred.

A hurricane which came on September 4 and 5, 1933, did relatively little wind damage but torrential rains of 7.27 inches caused the Tampa Electric dam in the Hillsborough River to break. The earthen section south of the concrete center structure gave way a little before 10 p.m., September 7.

The strongest wind, 75 miles an hour, occurred during the hurricane of September 3-5, 1935. The barometric pressure dropped to 29.31. The highest tide was 5.3 feet, and 7.31 inches of rain fell.

The lowest barometric pressure on record was registered during the hurricane of October 18-19, 1944, when it dropped to 28.55, the storm center being six miles east of Tampa. The highest tide during that storm was 3.1 feet and the strongest wind, 56 miles. Rain—5.24 inches.

Tampa's record rainfall occurred June 23-24, 1945, when 10.41 inches fell in 24 hours. The driest year in Tampa's history was 1912 when only 32.25 inches fell during the entire year. The wettest year was 1908 which had 67.19 inches. A trace of snow has been recorded six times since 1890: in December of 1894, 1906, and 1934; in January, 1940 and 1948, and in February, 1895. In February, 1899, enough snow fell to be recorded—0.1 of an inch.

Banking in Tampa

Back in the days of the Seminole Wars, when the infant town of Tampa was overshadowed by bustling Fort Brooke, army sutlers served as community bankers.

The sutlers and the pioneer independent merchants also often lent money and sold stocks of merchandise on credit to men who wanted to establish trading posts for traffic with the Indians. These transactions often ran quite high. In 1838, for instance, Merchant James Lynch trusted Trader James B. Dallum for \$20,000 worth of merchandise and a considerable sum in cash. About a year later, Dallum opened a trading post on the Caloosahatchee River and was promptly massacred, with 21 others, by the Seminoles.

Perhaps the first man in Tampa who passed out "payroll money" was John Jackson who employed a crew to help him make surveys for the Federal government. In the fall of 1848, a schooner brought in \$3,500 in gold and silver coins for Jackson to pay his men. He turned it over to Merchant W. G. Ferris to hold for him. Then came the big hurricane of September 25. Ferris' store was swept away, and with it went his strongbox. But Jackson did not lose his money. He employed two trustworthy Negroes to search for it in the debris along the river banks and the strongbox, with the cash still in it, was found near the foot of Washington Street.

There was little need for bankers of any kind in Tampa during the Civil War, when business activities were almost completely suspended, or during the bleak days immediately after the end of the conflict. But late in 1866 Captain James McKay resumed shipment of cattle to Cuba and, shortly afterward, Captain F. A. Hendry and Jacob Summerlin entered the business. Then came the Cuban insurrection of 1868-78, and the cattle business boomed. Gold Spanish doubloons, "pieces of eight," became more common in Tampa and in the cattle country than American dollars.

The first local industry which had a regular payroll was established in Tampa in 1872 by H. P. Lovering, a Northerner. He had connections with the Dixon Pencil Company, of New Jersey, and set up a mill on the bank of the Hillsborough to cut cedar for use in making pencils. At that time there was an apparently inexhaustible supply of cedar in the swamps of the upper Hillsborough and thousands of logs were floated down the river, cut at Lovering's mill, and shipped away. Employment was furnished for scores of loggers and mill hands. But the mill burned in 1878 and was not rebuilt. The cedar industry then centered at Cedar Keys.

Due to the lack of a railroad, Tampa slipped backward during the 1870s, its population dropping from 796 to 720. But in 1883, Henry B. Plant began building his South Florida Railroad and Tampa started booming as it had never boomed before. And because of the boom, Tampa got its first bank, an affiliate of Ambler, Marvin & Stockton, of Jacksonville, the oldest bank in East Florida.

The senior member of the banking firm, David Griffith Ambler, had close connections with Plant and knew that the South Florida would be completed. So did Ambler's business associate, James P. Taliaferro, and his bank partners, John L. Marvin and John N. C. Stockton. The four men agreed that, with the railroad in sight, Tampa was a city with a future, and they joined forces to establish Tampa's first bank which they named the Bank of Tampa. It was opened November 3, 1883, in a small building on Washington Street, with Thomas Carson Taliaferro, young brother of James Taliaferro, as cashier. The first day's deposits totalled \$5,636. (See Page 178.)

Following completion of the South Florida, the railroad boom tapered off and for a time, business activities slackened. More was needed, quite obviously, than a railroad to give the town steady prosperity. Tampa needed a thriving industry—badly. And the needed industry came, during the winter of 1885-86, through the efforts of Tampa's newly organized Board of Trade. The board members donated \$4,000 and Vicente Martinez Ybor brought the cigar industry to Tampa. (See Page 182.)

With the coming of the cigar industry, the Bank of Tampa prospered amazingly. Its officials became so optimistic that they proceeded to build a handsome new home at Franklin and Washington, the first brick building in the city. It was completed February 13, 1886. On May

6, 1886, the bank received a national charter and its name was changed to the First National Bank of Tampa. (See Page 179.)

Because of the cigarmakers, the First National had to keep on hand an unusually large amount of "hard money"—gold and silver. The tabaqueros liked the ring of silver and the tingle of gold and had no use for paper money. For a number of years the cigar manufacturers had to haul their payrolls to the factories on mule teams.

Tampa suffered a tragic setback in 1887 because of the yellow fever epidemic in which at least 79 persons died. All business activities ceased and Cashier Taliaferro of the First National was forced to move his headquarters to Lenna City, now Seffner, where all mail was held for fumigation. From that point he carried on as best he could until the epidemic ended.

Tampa's recovery from the epidemic was hastened by Plant's announcement that he intended to spend a million dollars or more in developing Port Tampa and that he would also build, in Tampa, the "finest hotel in the entire South." Both promises were kept—and Tampa kept on growing. The city was so prosperous by 1890 that two new banks were opened, the Tampa Savings Bank and the Gulf National. Both institutions closed during the panic of 1893 but the First National weathered the storm without serious trouble.

Two new banks were established in Tampa during the mid-Nineties, the Exchange National in 1894 and the Citizens Bank & Trust Company in 1895. (See Page 201.) At the turn of the century the TAMPA TRIBUNE boasted: "Tampa is rapidly reaching the front rank commercially. It has three solid banks, diversified manufacturing, large wholesale enterprises, the only brewery in Florida, three naval stores companies, and the biggest fishing concern of the South."

Tampa's bankers were badly worried for a time during the national money panic of 1907. At that time the banks had resources totalling more than \$8,000,000 but they were hard pressed for cash. The situation became critical on November 18 and the bankers met late that night at the home of Peter O. Knight and organized the Tampa Clearing House Association. T. C. Taliaferro was named president, C. E. Allen, secretary, and Knight attorney. Others present were A. C. Clewis, J. A. Griffin, Douglas Conoley, J. M. Harvey and J. R. Tatum. The bankers decided to issue clearing house certificates for use in place of money for all transactions over \$25. An exception was made for the cigar industry—the bankers agreed that cigar payrolls would be filled in cash.

The First Savings & Trust Company, now the Marine Bank & Trust Company, was organized in July, 1914. (See below.)

During the big Florida boom, Tampa got a superfluity of banking institutions and when the crash came, many of them were badly weakened. Three of these banks were absorbed by the Citizens Bank & Trust Company and this

action is said to have contributed to the failure of that institution on July 17, 1929. Five smaller local banks affiliated with the Citizens closed at the same time. (See Page 247.)

Tampa's remaining banks were strongly entrenched and no further failures occurred, even during the worst of the depression. Several small banks were liquidated without loss to the depositors by stronger banks which took them over. Separate histories of existing banks follow:

FIRST NATIONAL BANK

The First National Bank of Tampa, the oldest national bank in Florida, received its charter May 6, 1886. It was the successor of the Bank of Tampa, organized in 1883. John N. C. Stockton was the first president and T. C. Taliaferro, cashier. Others on the board of directors were D. C. Ambler, John T. Lesley and James P. Taliaferro, older brother of T. C.

The First National was first located in the two-story brick building erected by the Bank of Tampa on the southwest corner of Franklin and Washington. In 1896 it moved into a four-story, marble-faced building on the southwest corner of Franklin and Madison. This home was replaced in 1926 by a 13-story business building, constructed and furnished at a cost of \$1,200,000.

During its long existence, the First National has had seven presidents. Stockton served until 1889 when he was succeeded by D. G. Ambler who headed the institution two years and was followed by James P. Taliaferro, who served until 1903. He was succeeded by T. C. Taliaferro, who continued as president until January, 1927, when he became chairman of the board. R. J. Binnicker, who had been vice-president since 1922, was then made president. He served until 1934 when he was made chairman of the board. He was succeeded, as president, by E. P. Taliaferro.

In January, 1950, Mr. Binnicker retired. E. P. Taliaferro then became chairman of the board and V. H. Northcutt, who had been executive vice-president since 1943, was named president. Vice-president R. A. Liggett was then named vice-chairman of the board.

Other officers in the bank are: E. C. Schoen and C. B. Galloway, vice-presidents; J. F. Adams and E. W. Johnson, assistant vice-presidents; M. B. Sessions, trust officer; G. C. Bullock, cashier; R. G. Thompson, W. R. Terrell, J. A. McCook and R. B. MacCarthy, assistant cashiers; T. L. Barnes, auditor, and Manuel Sanchez, manager, savings department. Directors are: R. J. Binnicker, John T. Campbell, Courtney W. Campbell, F. M. Cooper, H. C. Culbreath, W. H. Frankland, John R. Himes, R. D. Jackson, J. T. Lane, R. A. Liggett, A. C. Liggett, John W. Lykes, D. B. McKay, V. H. Northcutt, E. P. Taliaferro, W. M. Taliaferro, Peter Taylor, and James W. Warren.

The growth of the bank in recent years is shown by the fact that deposits increased from \$12,590,119 in December, 1934, to \$21,806,029 in 1940 and \$64,493,909 in December, 1949. At that time its capital, surplus and undivided profits totalled \$3,596,477, and its resources, \$68,506,598.

EXCHANGE NATIONAL BANK

The Exchange National Bank of Tampa was organized March 26, 1894, and opened 21 days later, on April 16, in the old quarters of the Gulf National Bank on the northeast corner of Franklin and Twiggs with a capital of \$100,000. The first board of directors consisted of John Trice, John N. C. Stockton, J. B. Anderson, C. L. Jones, I. S. Craft, Peter O. Knight, Eduardo Manrara, R. W. Easley and Sago Myers. Trice was named president, Stockton vice-president, and Anderson cashier.

Trice withdrew from the bank less than a year later to start the Citizens Bank & Trust Company and was succeeded as president by Manrara. At that time, Judge Ziba King, cattleman of Arcadia, became a director. In October, 1895, the bank purchased the Gulf National Building for \$14,000 and had it "properly plumbed for gas lighting," Manrara being head of the gas company. The building was replaced by the present limestone structure in 1922. Manrara served as president until 1903 when he was followed by A. C. Clewis, who had become a stockholder in 1896. In 1922, Clewis was named chairman of the board and he was succeeded as president by J. A. Griffin, who had come with the bank in 1895 as a 21-year-old clerk and had been made cashier and director in 1903 and vice-president in 1920.

Clewis served as chairman of the board until his death in 1944. He was followed by Peter O. Knight who retired after a year because of ill health and was succeeded by C. C. Whitaker, then senior director and vice-president.

Following the banking moratorium of 1933, the Exchange assumed the liability of the Bank of West Tampa and the Bank of Sulphur Springs and liquidated them without loss to the depositors.

Deposits in the Exchange totalled \$348,385 in 1903. They passed the million dollar mark in 1909 and the two million dollar mark in 1914. The steady growth of the institution since the depression of the 1930s is shown by the fact that deposits increased from \$11,163,740 in December, 1934, to \$18,551,228 in 1940 and \$54,050,138 in December, 1949. The capital, surplus and undivided profits at that time totalled \$3,220,991.

Officers of the bank at present are: C. C. Whitaker, chairman of the board; J. A. Griffin, president; Peter O. Knight, Jr., and G. R. Griffin, vice-presidents; John W. Bryan, vice-president and trust officer; F. O. Anderson, vice-president and cashier; Walter C. Lunden, vice-president and credit manager; Hamilton Hunt, assistant vice-president; Hood C. Hampton, R. W. Dulaney, Isabel Cueto and Fred C. Lyon, assistant cashiers, and W. M. Kiler, assistant trust officer. Directors are: F. Otto Anderson, Byron Bushnell, John W. Bryan, R. M. Clewis, Jr., Ray B. Cralle, Chester Ferguson, J. A. Griffin, G. R. Griffin, Paul A. Hoxie, Peter O. Knight, Jr., John D. Peters, C. C. Whitaker, Karl E. Whitaker, Fred J. Woods and Dr. C. T. Young.

MARINE BANK & TRUST COMPANY

The Marine Bank & Trust Company, formerly the First Savings & Trust Company, was chartered April 28, 1914, and opened on the following July 1. The first officers were: A. C. Clewis, president; L. L. Spafford, first vice-president; H. L. Knight, second vice-president; C. H. Clewis, treasurer, and R. M. Clewis, secretary.

Early directors of the First Savings included A. C. Clewis, Benjamin Cosio, W. I. Webb, Peter O. Knight, Karl E. Whitaker, L. L. Spafford, J. A. M. Grable, H. L. Knight, M. W. Carruth, John B. Moody, Ernest Kreher, H. J. Watrous, C. H. Clewis, I. S. Craft, C. C. Whitaker and R. M. Clewis.

A. C. Clewis served as president until his death in 1944. He was succeeded by George B. Howell. The name of the bank was changed to the Marine Bank & Trust Company on July 1, 1949.

Growth of the bank in recent years is shown by the fact that its deposits have increased from \$1,341,136 in December, 1934, to \$2,146,824 in 1940, \$7,195,105 in 1945 and \$11,550,607 in December, 1949. At that time its capital, surplus, undivided profits and reserves totalled \$1,117,985.

Present officers of the bank are: George B. Howell, president; L. D. Smith and J. W. Gray, vice-presidents; F. A. Plummer, cashier; George K. Straus, trust officer; V. M. Cavanaugh, secretary and comptroller, and A. C. Clewis, Jr., assistant secretary. Directors are: Carl D. Brorein, A. C. Clewis, Jr., R. M. Clewis, H. L. Crowder, J. W. Gray, Jay L. Hearin, George B. Howell, Ernest Kreher, F. A. Plummer, G. L. Reeves, L. D. Smith and O. P. Stallings.

BROADWAY NATIONAL BANK

The Broadway National Bank is an outgrowth of the Latin-American Bank of Ybor City which in 1930 had absorbed the old Latin-American Bank, an institution which had served the Ybor City territory before and during the Florida boom.

The Latin-American Bank of Ybor City was nationalized with a capital of \$100,000 on June 30, 1937, and its name changed to the Broadway National. Its first officers were: Charles A. Munroe, chairman of the board; H. T. Lykes, vice-chairman of the board; V. H. Northcutt, president; E. P. Taliaferro, vice-president; Jules I. Griffin, vice-president and cashier, and Roy Cotarelo, assistant cashier. The directors were: A. Dibona, A. G. Hancock, W. H. Jackson, R. A. Liggett, H. T. Lykes, P. Manchester, Charles A. Munroe, V. H. Northcutt, T. W. Ramsey, E. P. Taliaferro, C. C. Vega, Jr., and Joseph Wohl.

Deposits of the bank increased from \$495,929 on December 31, 1934, to \$1,142,964 on December 31, 1940, and \$6,621,818 on December 31, 1949. Its capital, surplus and undivided profits are now \$276,308.

Northcutt served as president until January, 1950, when he was made chairman of the board and was succeeded as president by Roy Cotarelo. Edward C. Spoto is now cashier and Frank Felitas, assistant cashier. Directors are: J. A. B. Broadwater, A. Di Bona, A. M. Morris, V. H.

Northcutt, T. W. Ramsey, C. C. Vega, Jr., Joseph Wohl, John A. Dolcater and Roy Cotarelo.

COLUMBIA BANK

The Columbia Bank of Ybor City was organized August 8, 1923, with a capital of \$100,000. Its first officers were J. B. Hardin, president; John S. McFall, first vice-president; W. K. Zewadski, second vice-president; Simon A. Grimaldi, third vice-president; George E. Simpson, fourth vice-president, and R. M. McKinney, cashier.

In 1934 the bank's deposits were \$456,816.57. By 1940 they had increased to \$949,266.32 and in December, 1949, to \$4,720,327.04. The capital, surplus and undivided profits at the end of 1949 totalled \$292,616.32.

Hardin served as president until 1926 when he was succeeded by J. R. Griffin who held the office until 1940 when he was followed by A. J. Grimaldi, the present president. Other officers in 1950 were Simon A. Grimaldi, Harry N. Sandler and Henry Scaglione, vice-presidents; John Lazarra, vice-president and cashier, and Charles P. Alonso, assistant cashier. Directors were A. J. Grimaldi, S. A. Grimaldi, Sandler, George E. Simpson, Lazzara, Scaglione, Angelo G. Spicola, Salvador C. Ferlita, Manuel J. Buchman, Frank J. Falsone and Charles E. Mendez.

INTERNATIONAL BANK

The International Bank was chartered in 1926 and opened with a capital of \$50,000. V. M. Antuano was president and A. Massari, vice-president and cashier. Other directors were D. Massari, G. M. Massari, and A. F. Massari. Antuano was succeeded as president by A. Massari in 1929.

Deposits in the International on December 31, 1934, were \$350,061; on December 31, 1940, \$952,176, and on December 31, 1949, \$3,949,777. Capital, surplus and undivided profits of the bank now total \$260,717. Present officers are: A. Massari, president; F. Massari, vice-president; A. F. Massari, second vice-president; I. F. Massari, cashier, and Joseph L. Greco, assistant cashier. Directors are: A., F., I. F., D. and A. F. Massari.

STATE BANK OF WEST TAMPA

The State Bank of West Tampa was opened on November 1, 1946, with a capital of \$100,000. S. J. Ferlita, one of the principal organizers, was named president; Melvin B. Fisher, first vice-president; Joe A. Garcia, second vice-president, and L. G. Chiaramonte, cashier. Directors were Ferlita, Fisher, Garcia, Ralph A. Marcicano, W. D. Dickerson and Sam C. Ferlita.

By December 31, 1949, the bank's deposits had increased to \$1,850,735 and its capital, surplus and undivided profits totalled \$146,265. Officers then were Ferlita, president; Marcicano, first vice-president; Garcia, second vice-president; Chiaramonte, cashier, and P. J. Albano, assistant cashier. Directors were Ferlita, Marcicano, Garcia, G. D. Goff, A. J. Ficarrota, Dickerson, P. S. Cimino, Sr., George Guida and J. R. Mynatt.

MORRIS PLAN BANK

The Morris Plan Bank of Tampa was organized in 1917 as the Morris Plan Bank Company with a capital of \$50,000. The founders included Dr. L. A. Bize, who became president; J. A. Griffin and Frank Bentley, who became vice-presidents, and D. C. Gillett, Dr. J. S. Helms, F. D. Jackson, W. G. Brorein, Abe Maas, J. M. Harvey, W. B. Gray, Henry Leiman and D. F. Owen. G. D. Curtis was the first cashier. He succeeded Dr. Bize as president in 1931. LeBron Kinchley, who joined the bank in 1923, succeeded Curtis as president in 1939.

The company became a bank in 1938. Its present capital is \$75,000, surplus \$50,000 and total resources, \$934,508. Its deposits on December 31, 1949, were \$773,620. The present officers are LeBron Kinchley, president and treasurer; M. J. O'Brien, vice-president, and Matt O'Brien, secretary. Directors are LeBron Kinchley, Harry A. Kinchley, Julius Weil, Anthony Florez, Matt O'Brien, and Mrs. Blanche Britton.

Street Railway and Electric Service

Tampa got a street railway more than a year before the first electric light plant was built in town. Tracks were laid from downtown Tampa to Ybor City early in 1886 and service was started on April 8, two wooden passenger coaches being pulled by a woodburning, narrow-gauge locomotive. The Tampa Street Railway Company provided the service. It was backed by Vicente Martinez Ybor and Edward Manrara.

The first electric lights were brought to Tampa by the Tampa Electric Company, organized January 29, 1887, by John T. Lesley, W. N. Conoley, R. A. Jackson, William Sutliff and L. S. Dawes. Two arc lights were put up, one at Washington and Franklin and the other in front of Abe Maas's Dry Goods Palace. Current, provided by a small Westinghouse generator, was turned on April 25, 1887.

A ten-year contract for street lights was awarded to the company by the city September 13, 1887. To obtain money needed for better equipment, the Tampa Electric was reorganized and its name changed to Tampa Electric & Illuminating Company. Solon B. Turman was president. Due to the yellow fever epidemic of late 1887, the electric light system was not installed until May, 1888. Power was furnished by a plant at Tampa and Cass, with Jack and Ed Ahern in charge of operations.

Because few people wanted "dangerous electricity" in their homes, the company lost money and in March, 1890, its backers sold to a syndicate of Easterners headed by J. R. Ritter who formed the Florida Electric Company, incorporated for \$50,000. A three-year contract for street lights was signed December 8, 1890. (See Page 190.)

Both the Florida Electric and Tampa Street Railway soon got competition. In April, 1892, the Tampa Suburban Company was organized to build electric street railways to Ybor City and Ballast Point. (See Page 199.) This company soon changed its name to the Consumers Electric Light & Power Company and the proposed

trolley lines were built in 1892, power being supplied from a plant constructed at Morgan and Cass. To meet the competition, the Tampa Street Railway electrified its line on May 16, 1893, obtaining its power from the Florida Electric. A transportation war followed which forced the Tampa Street Railway into bankruptcy. The Consumers purchased its properties June 18, 1894. About the same time, it absorbed the Florida Electric.

The Consumers then started building a \$150,000 dam on the Hillsborough River. It was completed late in 1897 but was blown up by cattlemen on December 13, 1898. (See Page 214.) Weakened by the sabotage, the Consumers sold out on October 2, 1899, to the Tampa Electric Company, a new corporation of Eastern capitalists headed by Stone & Webster, of Boston. The city's trolley system then consisted of 21½ miles of track. This included a line to De Soto Park completed October 14, 1894.

Late in 1907 a trolley line to Sulphur Springs was built by the Tampa & Sulphur Springs Traction Co., backed by Swann & Holsinger. This company went into the hands of a receiver in 1911 and was purchased by the Tampa Electric in 1913 at receiver's sale. The Tampa Electric then had 47 miles of track and was operating 67 trolley cars.

Use of electricity by the public increased rapidly after the turn of the century and in 1904 the Tampa Electric built a large, modern power plant on the Hillsborough River near the foot of Grand Central. This plant, later named the Peter O. Knight Power Station, was later greatly enlarged and modernized, its capacity being finally increased to 57,500 kilowatts. In 1947, another plant was completed, on Hooker's Point, with a capacity of 30,000 kilowatts.

Growth of the Tampa Electric during the past half century reflects the tremendous growth of the territory it serves, which now includes all of Hillsborough County and the city of Winter Haven. In 1909, the number of customers totalled 3,444; in 1919, 9,958; in 1929, 33,563; in 1939, 45,088 and in 1949, 83,688.

In 1950, the company valued its plant facilities at \$11,603,513; its transmission system at \$4,937,793; its distribution system at \$12,489,404; its ice plants and equipment at \$378,290, and its office buildings, equipment and unfinished construction at \$3,000,107—a total of \$32,409,107.

The company continued to operate its trolley system in Tampa until August, 1946, when the system was abandoned. At that time the system comprised 53 miles of track and 168 trolley cars were in operation. Since August, 1946, bus transportation has been provided by the Tampa Transit Lines, a subsidiary of the National City Lines, of Chicago. The bus system was paralyzed late in 1949 by a 38-day strike of employees for higher wages which ended on December 14.

Telephone Service

When the cigar industry came to Tampa late in 1885, the Southern Bell Telephone & Telegraph Company sent representatives into town to learn if it could get enough subscribers to

open an exchange. Their efforts failed and six years passed before the company made another attempt. This time it was successful.

An exchange was established in the Jackson Building with J. S. Rowe and I. S. Usty in charge and was formally opened January 15, 1891. But the lines hissed and hummed, and crackled and jangled so badly that conversation over them was almost impossible.

In 1896, Tampa got its first long-distance phones when the Tampa and Manatee River Telegraph & Telephone Co. was established to serve Manatee River vegetable growers and Tampa wholesalers. This line was extended to Sarasota November 9, 1899, by the Gulf Coast Telephone Co.

Service provided in Tampa by the Southern Bell was anything but satisfactory and early in 1901 city officials granted a franchise to a new company which promised to install better equipment. This concern was the Peninsular Telephone Co., founded in January, 1901, and incorporated the following month by W. G. Brorein (q.v.) and his associates. The company's capital was soon increased from \$50,000 to \$100,000.

The original officers and directors of the Peninsular were W. G. Brorein, president and general manager; James W. Burwick, vice-president; Guy Huffman, secretary-treasurer; J. J. Lunsford, and J. F. Brorein.

After incorporating, Brorein obtained franchises in surrounding communities and purchased the exchanges in Bradenton and Palmetto which had been established by the Manatee River T. & T. Co. During the next three years, exchanges were opened in Plant City, Sarasota, Bartow, Mulberry, and Lakeland. The St. Petersburg Telephone Co. was purchased in 1903, and exchanges were opened in Clearwater and Tarpon Springs.

The Tampa exchange was opened in 1902 with a 700-line board and provided far better service than the Southern Bell. Because of the duplication of service, both companies lost money and in 1906, the Peninsular purchased the Bell's interests for \$80,000. This is said to be the first instance of Bell selling to an independent.

The properties of the St. Petersburg, Tarpon Springs and Clearwater exchanges were sold in 1906. They were later divided and the Peninsular bought back the Clearwater and Tarpon Springs exchanges but could not acquire the St. Petersburg properties until 1923, this time at a cost of \$400,000, or more than 100 times the selling price in 1906.

In 1913, the Peninsular met the challenge of a Jacksonville organization attempting to get a Tampa franchise by promising to install dial equipment, which was not used then in any city of comparable size. To provide room for the automatic equipment and also provide room for expansion, a four-story building was built at Zack and Morgan, and on March 4, 1915, the city was cut over to the new system. There were then 5,533 telephones in operation. Prior

to that time, the exchange had been located at 309 Zack.

Other exchanges were purchased or built during the next few years: Winter Haven in 1917; Haines City, Frostproof and Lake Wales in 1921, and New Port Richey in 1926.

By 1926, the number of telephones in Tampa had increased to 21,800, a growth of 394 per cent in 11 years, and subscribers were placing an average of 230,000 local and 1,310 long-distance calls daily. Tampa's system comprised 700,000 miles of wire and nearly 600 employees. To provide for the rapid growth, a 12-story building was added in 1926 to the four-story building.

Since then, Tampa's telephone system has been decentralized with the completion of exchange offices scattered over the city and surrounding area: Main, Wallcraft, Ybor, Seminole, Hyde Park, Brandon, Keystone, Lutz, Temple Terrace, Port Tampa, and Drew Park. About 450 square miles are included in the flat-rate calling area.

Continued growth of the company in recent years is shown by the fact that the number of telephones in use increased from 52,000 in 1939 to 82,000 on V-J Day; to 101,000 in 1947, and to 136,000 on December 1, 1949. Of this total, 52,000 Tampa telephones were placing an average of over 400,000 calls daily.

With the death of W. G. Brorein in 1937, his nephew, Carl Brorein (q.v.) was elected president. Present officers and directors are: Carl D. Brorein, president and general manager; J. A. Griffin, vice-president; C. E. Archer, treasurer and secretary; Richard D. Jackson, Thomas B. Swann, Weyman Willingham, L. C. Gerry, Earle L. Peters, and Murray H. Coggeshall.

The Civitan Award

An established Tampa institution is the Civitan Award for Outstanding Citizenship, given each year by the Civitan Club to a citizen selected by a secret committee. The requirements for selections are that the recipient must be a citizen of Tampa who has performed or taken a leading part in either one or a number of important public services, entirely unselfishly and without remuneration. Eligibility is not limited to one year's service but can embrace continued civic service for a term of years.

The award was established in 1929 and has been given each year since. The committee making the selection is composed of representative citizens named by the Civitan Club, but the club takes no part in the choice. The committee presides at the delivery of the award and gives the recipient an engraved scroll and his wife a floral tribute.

Recipients of the award to date have been: W. G. Brorein, D. B. McKay, Frank M. Traynor, Carl Brorein, A. L. Cuesta, Jr., C. W. Lyons, Ernest Maas, Ray Cralle, W. B. Haggerty, Peter O. Knight, V. V. Sharpe, Frank Gannon, R. E. L. Chancey, Howard Macfarlane, V. H. Northcutt, E. D. Lambricht, James Handley, Frank D. Jackson, J. A. Griffin, Ellwood C. Nance and John A. Dolcater. (The award to Haggerty was

rejected by the Civitan Club, mainly because he had already received the Junior Chamber of Commerce award, and was delivered by the selection committee itself.)

In recent years, delivery of the distinction has been made by E. D. Lambright, editorial director of the *TRIBUNE*, on the occasion of the Governor's Luncheon during the Florida Fair—except in 1945 when the committee voted the award to Lambright himself.

Florida Made Cement

During the Florida boom of the 1920s, tremendous quantities of cement were used in new construction but all of it had to be brought into the state from other sections.

Farsighted Florida businessmen and bankers realized that facilities should be provided for making cement locally and a group headed by John L. Senior, an experienced cement manufacturing executive, organized and financed the Florida Portland Cement Company. A plant was built at Hooker's Point and the first shipment of Florida Cement was made in October, 1927.

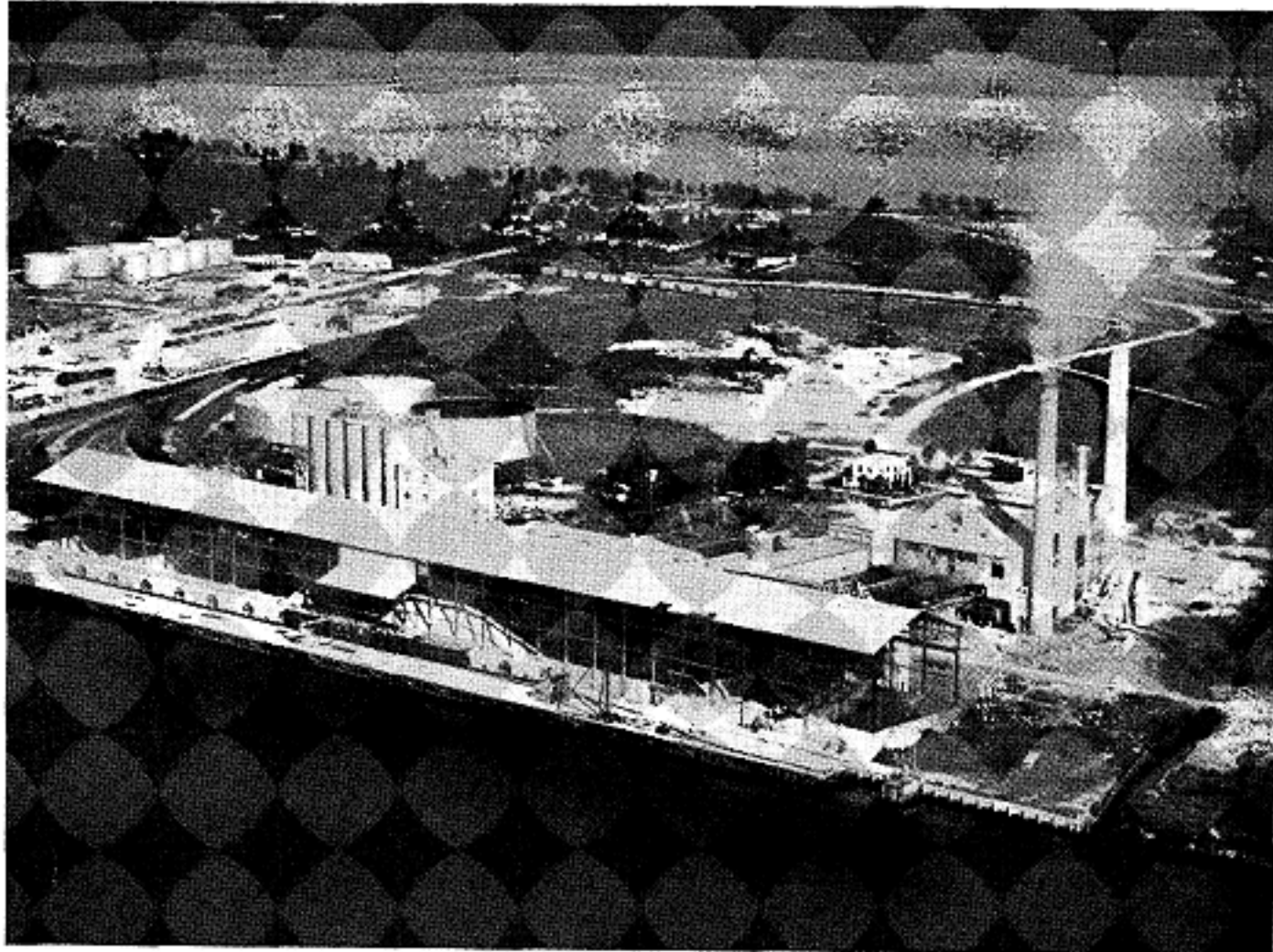
Since then, many improvements have been made in the plant and its capacity has been greatly enlarged. The greatest expansion took place after 1947 when a giant 426-ft. kiln and other facilities were installed to increase the out-

put and keep pace with the growing demand. Most of the materials used are secured from within Florida, limerock from Hernando County and clay from Citrus County.

The most recent development in the company's history came in February, 1947, when the General Portland Cement Company was formed by consolidation of the Florida Portland Cement Company, the Signal Mountain Portland Cement Company, of Chattanooga, Tenn., and the Trinity Portland Cement Company with mills at Dallas and Houston, Texas.

The company's officers are: Smith W. Storey, president; Howard Miller, vice-president and treasurer; E. L. Gibson, vice-president in charge of operations; A. E. Hjerpe, vice-president in charge of sales; L. Hardwick Caldwell, vice-president Signal Mountain Division; J. F. Hayden, vice-president Trinity Division; Frank M. Traynor, vice-president Florida Division, and James B. Johnson, secretary. Tampa men serving on the board of directors are J. A. Griffin and E. P. Taliaferro.

For the Florida Division, Devereux Bacon, Jr., is sales director; Ben G. Wallis, assistant sales director; Otto L. Pelham, assistant treasurer and assistant secretary, and George D. Brown, plant superintendent.



Most of the cement used in Florida today is made in this Tampa plant of the General Portland Cement Company at Hooker's Point.

CHAPTER XV

BIOGRAPHIES

GEORGE MERCER BROOKE

George Mercer Brooke, the army officer who established the cantonment on the east bank of the Hillsborough River which later was named Fort Brooke in his honor, was a native of Virginia. He was commissioned as a first lieutenant of the 5th Infantry May 3, 1808, and a lieutenant colonel March 1, 1819.

While stationed at Cantonment Clinch, near Pensacola, in November, 1823, Colonel Brooke received orders to establish the fort at Tampa Bay. As related in the general text, he left Pensacola in January with two companies and selected the fort site on January 24, dispossessing Richard Hackley who had established a plantation there.

Brooke was promoted to colonel on July 15, 1831. He became a brigadier general September 17, 1834, and a major general May 30, 1848.

He was married to Lucy Thomas, of Duxbury, Mass. While living at Fort Brooke they had a son, John Mercer Brooke, born December 18, 1826, who became famous by constructing the first ironclad battleship, the *S.S. Merrimac*, later renamed the *C.S.S. Virginia*. (See General text.) General Brooke died March 9, 1851. From the meagre data available, it is believed he left Fort Brooke about 1827 and never returned.

LEVI COLLIER

Levi Collier, the first known Anglo-American who settled with a family in the Tampa Bay area, was born in Massachusetts. In 1812 he went to St. Augustine and a year later was married to Nancy Dixon. The story of the coming of Mr. and Mrs. Collier to Tampa Bay in 1824 is related in Chapter II.

Mr. and Mrs. Collier had seven children who grew to maturity: Nancy, born January 22, 1814; Cordelia, born April 6, 1817; Eliza, born May 18, 1819; Mercedes, born October 15, 1821; John, on October 15, 1823; Lucinda, on January 8, 1838, and Jeanette, on September 25, 1841.

Nancy Collier was married in 1835 to Robert Jackson (q. v.). Cordelia was first married to Cooper Cason and after his death to Charles Hoey. She died in 1909 at the age of 92, leaving no children. Eliza was married to Louis Bell (q. v.). Mercedes married Louis G. Covacevich, an Austrian who came to Tampa in 1837 and became a merchant. John Collier married Lavina Shannon. Lucinda married Henry Cowart. Jeanette was married to W. T. Haskins and had nine children: Levi, William T., Eugene Augustus, Jeannette A., Mary Matilda and Kate.

BILLY BOWLEGS

The most famous Seminole Indian who ever lived in the Tampa Bay region undoubtedly was Hollater-Micco, better known as Billy Bowlegs.

As related in the general text, Bowlegs was a young, intelligent chief who conducted negotiations with Colonel Worth at Fort Brooke in August, 1842, which led to the termination of the Second Seminole War.

After the war ended, Bowlegs brought his tribe to Hillsborough County and settled a few miles southeast of Lake Thonotosassa. He was well liked by white settlers and often visited Fort Brooke. He cooperated with American officers in preserving peace until late summer of 1850 when he became angered at the whites' treatment of the Seminoles and moved southward to the Big Cypress.

In September, 1852, Billy was taken to Washington by Indian Agent Luther Blake in an abortive attempt to persuade the Seminoles to go to a reservation in the West. He was given fine clothes, wine and dined, and induced to sign an agreement to leave. But when he got back to Florida, he disappeared into the Big Cypress and the Indian problem continued unsolved.



BILLY BOWLEGS

The Third Seminole War started late in December, 1855, when Billy and his warriors attacked a surveying party after soldiers had ruthlessly destroyed his garden. Hostilities continued until May 4, 1858, when Billy and 123 other Seminoles were finally induced to leave. They departed from Fort Myers on the steamer *Grey Cloud*. Forty-one more Indians were taken aboard at Egmont Key.

Chief Bowlegs reportedly died at the reservation in Arkansas late in 1859. His picture, shown here, was reproduced from a daguerreotype, made in 1852, now owned by Theodore Lesley.

AUGUSTUS STEELE

Augustus Steele, "founder" of Hillsborough County, was born in Connecticut June 4, 1792, the son of Mr. and Mrs. Seth Steele. With a group of Connecticut colonists he came to Florida in 1825 and settled south of Tallahassee on the St. Marks River at Magnolia where he established a newspaper, the *MAGNOLIA ADVERTISER*.

On July 13, 1832, he was appointed deputy collector of customs at Fort Brooke and ten days later postmaster at the Tampa Bay Post Office. (See Chapter II). In January, 1834, he lobbied at Tallahassee for the creation of Hillsborough County, and was appointed to serve as the first county judge. Later he platted the first "towns" in the Tampa area and represented Hillsborough County in the state legislature at least two terms.

Disappointed because his land claims in the Tampa Bay district were held invalid, he moved to Cedar Keys in 1843 where he homesteaded a small island. Later he bought property in the town of Cedar Key, where he became postmaster. From 1844 to 1859 he served as collector of internal revenue and in 1850 was elected to the state legislature.

Judge Steele was married in Cedar Key and had one child, a daughter, Augusta Florida, born March 8, 1847, who was married on June 2, 1867, to James Douglas Matheson in Cedar Key. Their only child, Christopher Matheson, was living in 1949 in Gainesville.

LOUIS BELL

Louis Bell (originally spelled LeBel) was born in Bordeaux, France, in 1803. His family emigrated to Quebec when he was an infant and he grew up there, becoming a brickmason. In 1835 he came to Fort Brooke to work for the army; thereafter he became the first brickmason and plasterer in Tampa. In 1883 he filed a homestead claim to land in the garrison where he had lived many years and in 1905 his claim was validated by the U. S. Supreme Court (See Chapter IX.)

In 1838, Mr. Bell was married to Eliza Collier. They had twelve children: Louis, Eliza Ann, Charles Henry, Joseph Ulrich, Thomas Jefferson, John Walter, Matilda Pius, William James, Mary Josephine, Louisa DeN., Augustus Theodore and Frank Alexander.

Mr. Bell died November 19, 1885.

THOMAS PUGH KENNEDY

Thomas Pugh Kennedy, whose real name was Thomas Kennedy Pugh, was born in Philadelphia, December 12, 1812, the son of Samuel Kennedy and Jane (Penrose) Pugh, descendants of old English families. Going to St. Augustine in 1828, Thomas reversed his names of Pugh and Kennedy, taking the latter as his surname.

Coming to Fort Brooke in 1840, Mr. Kennedy established a sutler's store at the garrison. When the Seminole War of 1835-42 ended, he purchased a schooner and made trading trips to Central and South America. During the Mexican War he ran the Mexican blockade to take supplies to the American troops. Finally captured, he was held prisoner several months.

In 1848, Mr. Kennedy returned to Tampa and established a general store with John Darling, a former army ordnance sergeant, as a partner. The firm of Kennedy & Darling was the largest in South Florida for more than a decade.

In 1849 Mr. Kennedy was married to Adelaide Christy who had come to Fort Brooke as a child in 1837 with her uncle, Major Donald Fraser, then commander of the garrison. The Kennedys built a home on Washington between Tampa and Water which was a landmark for many years. They had three children: Jane, who married J. P. Crichton; Thomas Pugh, Jr., who married Ida J. Cathcart, and Henry P. Mr. Kennedy died in 1858.

Before her marriage, Mrs. Crichton was a leader in the musical circles of Tampa. J. A. Butterfield, talented English musician, dedicated to her his famous ballad "When You and I Were Young, Maggie," which he composed in Tampa.

Thomas Pugh Kennedy, Jr., was graduated from Washington College, Lexington, Va., in 1870 and then returned to Tampa to engage in the mercantile business. His first home was located on the southwest corner of Franklin and Madison where the First National Bank was built. Later he moved farther north and gave the name "The Heights" to the section where he had his home and grove. He died in 1886 leaving his widow and seven children: John D.; Josephine, who married Samuel S. Moore; Thomas Pugh, who married Alma Shave; William Theodore; Ida J., who married Charles Francis Gay; Henry P., who married May Jordan, and Maude, who married Weldon T. Myers.

JOSEPH MOORE

Joseph Moore was born August 7, 1799, in North Carolina where he grew to manhood and married Elpenice Stanford, a daughter of Lord Samuel Stanford, of Staffordshire, England. In 1842 the Moore family came to Tampa and homesteaded in what is now the Hyde Park section. On January 16, 1850, Mr. Moore installed the Masonic Lodge in Tampa, the

charter for the local lodge being obtained January 20, 1851.

Mr. and Mrs. Moore had eleven children: Samuel Louis, Faraba Ann, Margaret, Jackson, Emily, Walter Raleigh, William J., Maria Jane, Joseph Jr., Henrietta and Martha Washington. Mr. Moore died in 1869 and Mrs. Moore in 1856.

SIMON TURMAN

Simon Turman was born February 23, 1799, on a farm in Champaign County, Ohio, the son of Benjamin and Sarah (Harbour) Turman, natives of Virginia who had migrated to Ohio a year before. In 1810 the family migrated again and settled in Turman Township, Sullivan County, Indiana.

In 1824 Simon Turman was married to Miss Abijah Cushman, daughter of Seth and Nancy (Rundel) Cushman, of Massachusetts, who had gone to Indiana in 1816. Simon and Abijah Turman lived in Vermilion County, Indiana, until early 1843 when they joined a party of Florida-bound adventurers and went to the Manatee River section, then in Hillsborough County. On July 16 he homesteaded 160 acres.

When Florida became a state in 1845, Mr. Turman was named judge of probate and in that capacity also served as a member of the board of county commissioners and as the county's first school superintendent. Soon afterward he moved to Tampa and built a home at Lafayette and Ashley streets. The home was partly demolished in the hurricane of 1848 but was later rebuilt.

Judge Turman was stricken with yellow fever during the 1858 epidemic and died October 31. His widow died January 3, 1864.

Judge and Mrs. Turman had four children: Solon, born in 1825; Nancy, born in 1826; Simon Turman, Jr., born about 1829, and Mary, born October 31, 1843, at Turman's Landing on the Manatee River.

Simon Turman, Jr., in 1850 went to Covington, Ind., to assist his brother Solon who was then publisher of *THE PEOPLE'S FRIEND*, a weekly newspaper. In 1855 he returned to Tampa and purchased the *FLORIDA PENINSULAR*. In January, 1861, he represented Hillsborough County at the secession convention at Tallahassee and on April 10, 1862, was commissioned lieutenant in the Confederate Army. He served in Co. E, 7th Florida Infantry, and in 1863 was promoted to lieutenant colonel. He was wounded at the battle of Resacca, Ga., and died May 22, 1864.

Prior to entering the army, on September 20, 1860, he was married to Meroba Hooker, daughter of William Brinton and Mary Amanda (Hare) Hooker. Their only son, Solon Brinton, was born August 28, 1861. After his death his widow was married to Henry L. Crane, in 1868. She died April 19, 1898.

Solon Brinton Turman was educated at DePauw University, Greencastle, Ind., and stud-

ied law at the University of Virginia. He was admitted to the Florida bar in 1887. In 1891 he became engaged in the phosphate industry and later served as special commissioner from Florida to the World's Columbian Exposition at Chicago. He was appointed solicitor of the criminal court of record in 1899.

In 1897, he was married to Matilda Lykes, daughter of Dr. Howell Tyson and Almeria Bell (McKay) Lykes. They had two children, Almeria, born September 26, 1898, and Solon Brinton, Jr., born March 2, 1900. Mr. Turman died December 19, 1911. After his death, his widow married D. C. Gillett.

Solon Brinton Turman, Jr., is now living in New Orleans where he is executive vice-president of the Lykes Bros. Steamship Co.

THE KENDRICK FAMILY

Edward Tatnall Kendrick was born at St. Marys, Ga., on December 26, 1819, the son of James and Elizabeth (Mickler) Kendrick. He served as a volunteer during the Seminole War of 1835-42 and, at the end of the war, came to Hillsborough County and built the first water mill ever constructed in the county, on Flint Creek at the outlet of Lake Thonotosassa.

In 1847 he enlisted in the army and served during the Mexican War. When the war ended he returned to Tampa and opened a butcher shop and later was elected sheriff. During the Seminole War of 1856-58 he served as an officer. He then located in Fort Meade and engaged in cattle raising. At the outbreak of the Civil War he raised a company of infantry in the Confederate Army and died in Knoxville, Tenn., January 10, 1863, from disease contracted in the service.

In 1844 Mr. Kendrick was married to Faraba Moore, daughter of Joseph and Elpenice (Stanford) Moore. They had seven children: Addie, born September 4, 1845, who married Morgan M. Snow; Joseph James, born January 29, 1847; Ernest Tatnall, born August 9, 1848; Martha J., born June 18, 1850; Mary Henrietta, born April 13, 1852, who married William Altman; Kate, born July 2, 1854, and William Harney, born November 23, 1859, who married Russell Reneau.

Morgan M. and Addie (Kendrick) Snow had eleven children: Edward T., William, Walter H., Adrian M., John M., Ada Elizabeth, Robert Samuel, James Dallas, Faraba Henrietta, Joseph Thomas, and Frank Hamilton.

Ernest Tatnall Kendrick, who became a brick contractor, was married to Emily Moore and had nine children: Nellie K., Thomas T., Pearl, Perry W., Bessie, Louis T., Mamie Emma, Eunice Faraba and Vivienne.

William and Mary Henrietta (Kendrick) Altman had twelve children: Mrs. Idella Hendry, Edward F., Mrs. Florence Maddox, Mrs. Jane Townsend, Mrs. Maude Heinrod, Guess, Mrs. Ruth Carlton, Robert, Mallory, Mrs. Bessie Durance, Moore and Henrietta.

William Harney Kendrick engaged in building and in 1891 secured the contract for con-

structing the county courthouse. He then became one of the organizers of the Tampa and Palmetto Beach Railway which on October 18, 1894, completed a trolley line to DeSoto Park. R. W. Easley and his nephew, Louis T. Kendrick, were associated with him in the enterprise. The line was leased on completion to the Consumers Electric Light & Street Railway Co.

William Harney and Russell (Reneau) Kendrick had a daughter, Edna, born January 14, 1884. She married Cecil A. McCord April 9, 1905. They had six children: Kent, Sarah, Russell, William Kendrick, Mary Isobel and Cecile Adair.

WILLIAM G. FERRIS

William G. Ferris, pioneer Tampa merchant, was born in New York state in 1821. When 22 years old, he came to Tampa with his wife Elizabeth and opened a store in the garrison which was washed away in the hurricane of 1848. After the storm, he built another store on Whiting. Later he had a store on Washington.

Mr. and Mrs. Ferris had six children: Joseph, Mary, William, Ann Eliza, Henry C. and Josiah.

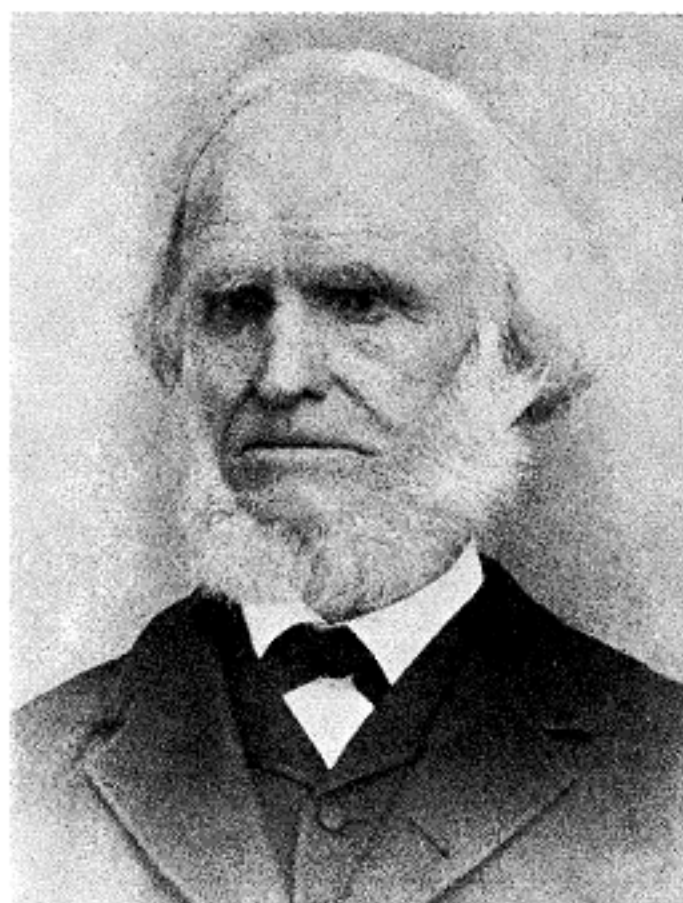
Henry C. Ferris was born on May 21, 1848. He operated his father's store after the latter's death and also had a store in Limona, Fla. He was elected mayor in August, 1880, the second native son to hold that office, Thomas E. Jackson being the first. He was mayor, however, only a few months. He moved across the river, outside the city limits, and had to resign. G. B. Sparkman was elected on March 22, 1881, to succeed him. Mr. Ferris was married to Julia Bartholomew. He died December 27, 1902.

William Ferris lived in Tampa many years. He had a son, William H., who lived in Birmingham. Josiah Ferris had two sons, Josiah, Jr., who later published the *ORLANDO SENTINEL*, and Lee, who lived in Tampa.

JOHN JACKSON FAMILY

John Jackson, surveyor of the original town site of Tampa, was born in 1819 at Ballybag, County Monaghan, Ireland, the son of Hugh and Ann (Corcoran) Jackson. With his brother Thomas he came to America in 1841 and went to New Orleans where he became an assistant city engineer. Two years later he came to Hillsborough County and homesteaded on the Manatee River near the present town of Palmetto. His brother drowned soon afterward while on a fishing trip.

A skilled civil engineer and land surveyor, Mr. Jackson was employed by the United States government soon after coming here to survey public lands and his work took him to many parts of the state. The surveyor general at that time was Colonel Robert Butler, in whose honor Lake Butler in Pinellas County was named. The colonel's office was in St. Augustine and while there on a business trip Mr. Jackson met Ellen Maher, daughter of



JOHN JACKSON

Robert and Catherine (Quigley) Maher, of County Tipperary, Ireland. They were married July 22, 1847.

In 1847 Mr. Jackson was employed by the county commissioners of Hillsborough County to lay out the town of Tampa (See Chapter IV). He named many of the streets of the present city. In 1849 he opened a general store at Tampa and Washington streets which he conducted until his death in 1887. Mrs. Jackson died on January 30, 1906.

Mr. and Mrs. Jackson had four children, all born in Tampa, who grew to maturity: Thomas E., James A., Kate V. and John A.

Thomas E. Jackson was born July 9, 1852. After attending Fordham University in New York he was employed at the custom house under Captain John T. Lesley and later went into business with his father. He served three terms as mayor of Tampa, five terms as county treasurer, and one term as county commissioner. He also was bookkeeper four years in the office of Sheriff Robert A. Jackson. He was married to Kate E. Warner, of Omaha, Neb. They had four children: Mary Ellen, Bernier A., Lulu Marguerite, and John Edward.

The fourth child of Mr. and Mrs. John Jackson, John Alexander, was graduated from the United States Naval Academy and later studied medicine. He practiced several years in Tampa and then went to New York where he later became an instructor at Columbia University. He was married to Mary Garvan, of

Hartford, Conn. They had two children: Elizabeth Garvan and John Alexander, Jr.

Mr. and Mrs. John Jackson were devout Catholics and led the movement to have a Catholic priest stationed in Tampa. He came from Savannah, Ga., and baptized one of the Jackson children, the first to be baptized in Tampa by a Catholic priest. Following the death of Mr. and Mrs. Jackson, a marble altar was erected in their memory in the Sacred Heart Catholic Church.

SPARKMAN FAMILY

Members of various branches of the Sparkman family have lived in or near Hillsborough County for more than a century.

The first Sparkman who arrived was Simeon L. Sparkman who came to Hillsborough from Georgia with his family in 1843 and homesteaded at Hickapussassa, near the present Plant City. In 1845 he was elected the first tax assessor of the county and his tax rolls of 1847, now preserved in the state library at Tallahassee, show that the total of taxes assessed that year was \$550.08, of which the state got \$366.72 and the county \$183.36. For his year's salary, Mr. Sparkman was paid \$44.

The federal census of 1850 shows that Simeon Sparkman had property valued at \$1500, that his wife's name was Laura A. E., and that they then had four children: Mary Ann, Harriet E., Lavinia A. E., and Stephen C.

Another Sparkman, Elijah Byrd, also settled in the Hickapussassa section in 1845. He was married to Sarah Mizell. They had two children: Simeon E., born August 9, 1851, and George Bascom, born September 20, 1855.

Simeon E. Sparkman attended business college in Poughkeepsie, N. Y., and then taught school several years in south Florida. He next farmed ten years near Plant City and then moved into that town. He served two periods as county tax assessor, 1881-82 and from 1907 through 1916. He also served one term in the state legislature and two years as county commissioner.

He was married to Mary C. Hackney, of Orange County. They had six children: Lovick B., James M., who married Agnes Walden; Walter B., who married Ida Boyett; William S., Sarah R., and Amos L.

George Bascom Sparkman was graduated from the law department of the University of Virginia and started practicing in Tampa with his cousin, Stephen M. Sparkman. He served twice as mayor of Tampa, 1881-82 and 1887-88. He also served as judge of the sixth circuit court.

He was married April 26, 1883, to Mary E. Kershaw, a daughter of Thomas B. and M. Evelyn (Underhill) Kershaw. They had seven children: Thomas Byrd; George B., Jr., who was married to Pearl Luther; Mary Evelyn, who married Allen Parrish; Lois Louise Frances, who married James M. Holding; Simeon Stephen, James Kershaw and Rose Elizabeth.

Another member of the Sparkman clan, Nathaniel K. Sparkman, came from Georgia in the 1840s and settled in Hernando County. He was married to Mary Cason. They had eight children, four of whom reached maturity: Stephen M., (q. v.); Mary, who was married to John Kiblack; E. Byrd, who married Mattie Moody, and Sarah, who married John W. Hawkins.

WILLIAM BRINTON HOOKER

William Brinton Hooker was born in Ware County, Georgia, in 1807. In 1832 he moved to White Springs, on the Suwannee River, where he became prominent in political affairs. In 1845 he represented Hamilton County in the convention to frame a state constitution.

At the start of the Seminole War in 1835, he raised a company of volunteers and headed it as captain throughout the conflict. He also served in the same rank through the Third Seminole War.

Moving to Hillsborough County in 1843, he settled at Simmons Hammock and became one of the leading cattlemen of the state. Late in the 1850s he sold his stock to Capt. James McKay, Sr., and moved into Tampa where he built a fine home which was later converted into a hotel and named the Orange Grove because of the many orange trees he planted on the grounds. (See Index: Orange Grove Hotel.) He invested heavily in real estate. One of his properties was the peninsula where the terminals of the Tampa Northern were located, still known as Hooker's Point.

He was married to Mary Amanda Hare, of Raleigh, N. C. They had nine children who attained maturity: Anna Elizabeth, Jane E., Martha H., Mary Henrietta, Meroba, Sarah, Ella, Jasper and James N. During the Civil War Mr. Hooker moved to Brooksville where he died.

HAMLIN VALENTINE SNELL

Hamlin Valentine Snell, mayor of Tampa when the Civil War began, was born in 1810 in Savannah, Ga. emigrated to Florida in early territorial days and first lived in Calhoun County which he represented in 1840 in the legislative council. He moved to the Tampa Bay region in 1844 and settled on lands in what is now the heart of Sarasota. There he started a small plantation. He is credited with having brought the first guavas into Florida from Cuba.

Late in the 1840s he conveyed his property rights to his step-brother, William Whitaker, and moved into the town of Manatee where he had many friends. In 1854 he was elected senator from the 18th District, then comprising the large counties of Hillsborough, Levy and Hernando, and in the 1851 session was elected president of the Senate. In 1856 he was elected representative from the newly-created Manatee County and in 1857 was chosen speaker of the House.

Mr. Snell was appointed deputy collector of the port of Tampa in 1859 and moved to Tampa from Manatee. In February, 1861, he was elected mayor and was in office when the Civil War start-

ed. He left Tampa some time during the war period and, so far as is known, did not return. He died in Gainesville, Fla., in January, 1886.

KNIGHT FAMILY

The progenitor of the Knight family in south Florida was Samuel Knight, a native of Georgia, who married Nancy Robert and migrated to north Florida during the 1830s. In 1843 he moved south to the present Levy County where he and two of his sons, Jesse and Joel, took up homestead claims. Not liking that section, they came to Hillsborough County two years later, settling north of the present Plant City at what later became known as Knight's Station. They brought with them six slaves and a large herd of cattle and engaged in cattle raising on a large scale.

Jesse Knight was married to Caroline Vaughn and had fifteen children: Sarah Jane, Ann, Aaron, William S., Jonathan J., James Zachariah, Frances, Martha, Caroline, Fred, Florence, Alice, Milton, Dock and Louise. With a number of children he moved to Manatee County after the end of the Civil War and settled in what later became known as the Venice section. Fencing off a huge tract of the open range, he became one of the leading cattlemen of the state. He died in 1911 at the age of 95.

Joel Knight was married to Virginia Mitchell, daughter of Thomas and Elizabeth (Starns) Mitchell (q. v.). They had nine children: Thomas Samuel, George W., Mary Elizabeth, who married Matthew Franklin Giddens; Frances Jane, who died in childhood; Andrew J. (q. v.); Henry Laurens (q. v.); Charles L., who married Daisy Wall; Francis J., who married Bertha Wilson, and Eugene C., who married Haulie Stephens.

After the Civil War, Joel Knight moved with some of his children to the Charlotte Harbor district where his cattle kingdom lay on the opposite side of the Myakka River from that of his brother Jesse. He also became one of the state's leading cattlemen. He died at Charlotte Harbor when 58 years old. His father, Samuel, also died there, aged 84 and his mother at the age of 86.

THOMAS MITCHELL

Thomas Mitchell, progenitor of the Mitchell family in Hillsborough county, was a native of Alabama who came to this section in 1846, settled near the present town of Plant City, and engaged in farming and stock raising. His family consisted of his wife, the former Elizabeth Starns, and nine children: Caroline, Virginia, Henry Laurens (q. v.), Samuel, George W., Thomas, Frank, Robert and Charles Lucien.

Caroline married Pinkney Worthington in Alabama and remained there. Virginia married Joel Knight (q. v.). Samuel, who became one of the state's leading cattlemen, married Jane Uguhart. They had four children: Emma, Edward, Thomas and Lee. George W. became a Methodist minister. He married Nancy Alderman.

They had three children: Thomas, May and Stanford.

Thomas and Frank died during the Civil War while serving in the Confederate Army. Thomas married Sarah McLeod and had a son, Frank. Robert was a farmer; he was married to Lenora Crum, and had six children: Ada, Charles, James, Lee, Benjamin and George.

Charles Lucien was one of the best known and successful physicians in South Florida and served one term as commissioner of lands and immigration in the cabinet of Governor Perry. He was married to Ellen M. Spencer, daughter of William Samuel and Emily Amanda (Kendrick) Spencer (q. v.). They had seven children: Eugenia (Mrs. Samuel W. Graham), Ellen Elizabeth (Mrs. Aaron B. Ferguson), Minnie (Mrs. Otto P. Stallings), Dr. Lucien Bayard (q. v.), Viva Disston (Mrs. Allie J. Angle), Jennie Perry, who died in childhood, and Laurens Spencer (q. v.).

HENRY LAURENS MITCHELL

Henry Laurens Mitchell, governor of Florida from 1892 to 1897, was born in Alabama September 3, 1831, the son of Thomas and Elizabeth (Starns) Mitchell (q. v.).

After spending eight years farming, Mr. Mitchell came to Tampa in 1854 and studied law in the office of Judge James Gettis, one of the most distinguished jurists of that period. Shortly after being admitted to the bar he was elected state's attorney for the sixth judicial circuit and served until the Civil War when he joined the Confederate Army and attained the rank of captain. At the end of the Vicksburg campaign



HENRY LAURENS MITCHELL

he resigned to enter the state legislature to which he had been elected in his absence. He was twice re-elected.

At the close of the war he resumed the practice of law and when the state's carpetbag government was overthrown he was appointed judge of circuit court of the sixth judicial circuit. He served from 1877 to 1888 when he was appointed a justice of the state supreme court. He resigned this position in 1891 to resume the office of judge of the circuit in which his home county was located.

In 1892 the state convention of the Democratic party was held in Tampa and he was nominated for governor. In November he was elected to the office by a large majority. At the election of 1896 he was elected clerk of the circuit court of Hillsborough County and served until January 1, 1901, when he became county treasurer which position he held until his death on October 14, 1903.

On April 11, 1866, he was married to Mary Eugenia Spencer, daughter of William Samuel and Emily (Kendrick) Spencer. They had no children.

SPENCER FAMILY

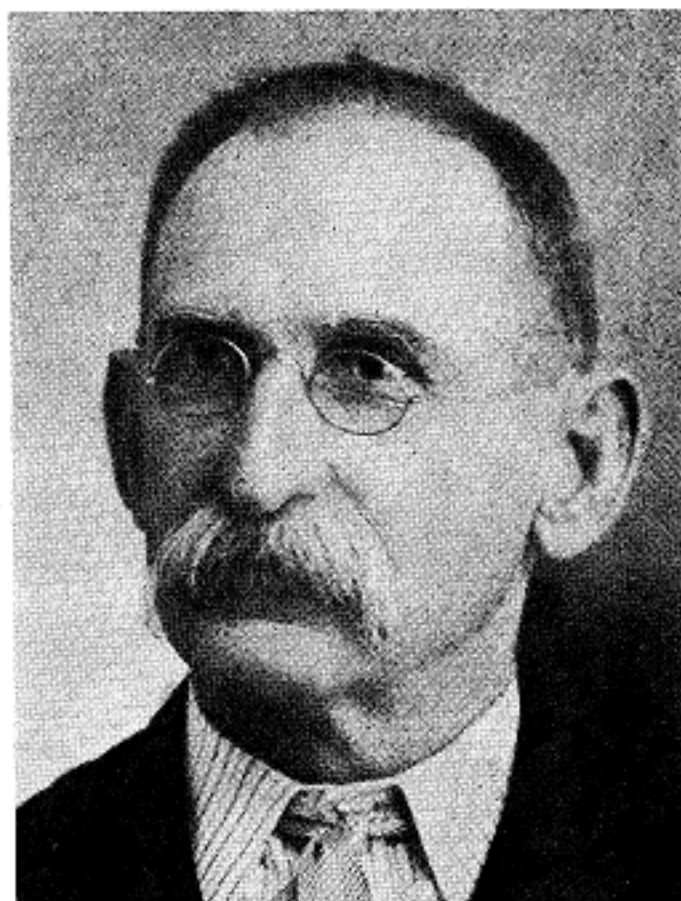
William Samuel Spencer was born in Savannah, Ga., May 23, 1811, the son of William Joseph and Eliza (Gardner) Spencer, both natives of England. He was married in Georgia to Emily Amanda Kendrick, of St. Mary's, Ga. In 1834, they moved to Columbia County, Florida, and in 1846 to Hillsborough.

Mr. Spencer was afflicted with rheumatism and settled at the springs now called Palma Ceia. He bathed often in the springs and was cured. Shortly thereafter he moved into Tampa and was elected sheriff before the Civil War. A man of means, he invested heavily in land in Tampa and throughout the county.

Mr. and Mrs. Spencer had eight children: Eliza Jane, born November 8, 1835, who married Henry J. Breaker, a Baptist clergyman, and had one child, Eliza Jane; William James, born February 3, 1839; John Edward, born August 13, 1841; Caroline Elizabeth, born July 30, 1843, who married William B. Henderson (q.v.); Mary Eugenia, who married Henry Laurens Mitchell (q.v.); Thomas K., born July 1, 1846; Susan, born October 14, 1847, who married Ferdinand McLeod, and Ellen Martin, born July 11, 1851, who married Dr. Charles Lucian Mitchell.

Mrs. Spencer died in Tampa June 3, 1861, and Mr. Spencer October 25, 1871.

Three of the Spencer sons were actively engaged in newspaper publishing in Tampa. William James started working for the FLORIDA PENINSULAR in 1855 soon after it had been purchased by Simon Turman, Jr. Late in 1858, Turman retired and young Spencer, then only nineteen, purchased it. He continued as publisher until May 25, 1861, when the paper was forced to suspend publication because of the war. Immediately thereafter, he enlisted in the Confederate Army. He was stricken with typhoid fever



THOMAS K. SPENCER

while serving in Kentucky and died at Frankfort October 27, 1862.

John Edward and Thomas K. Spencer also enlisted early in the Civil War, both in Company K of the Fourth Regiment. Thomas, only fifteen years old, got in as a bugler. He served two years and then was honorably discharged on the grounds that he was under age. He immediately re-enlisted, was captured and imprisoned at Fort Lafayette, N. Y. Released in an exchange of prisoners, he returned to Tampa and served until the end of the war in Captain John T. Lesley's company of home guards.

During the war, the type and press of the FLORIDA PENINSULAR were hidden in the country. When the conflict ended, they were brought back to Tampa and publication of the paper was resumed by John and Thomas on April 26, 1866. Less than two months later, John became fatally ill from dysentery, contracted while in service. He died June 30. Thomas continued as publisher until 1872 when he sold the paper to Republicans. Four years later, on March 2, 1876, he started publishing the SUNLAND TRIBUNE, the name of which was changed to the TAMPA TRIBUNE March 1, 1883. On January 15, 1890, Mr. Spencer sold the paper to E. M. Hendry, having in the meantime been appointed collector of customs. In November, 1892, he was elected sheriff and served eight years. He died May 6, 1901.

Thomas K. Spencer was first married to a cousin, Mary Gardner Spencer, of White Springs, Fla. They had a daughter, Mary Gardiner, who was married to Dr. F. H. Caldwell. Following

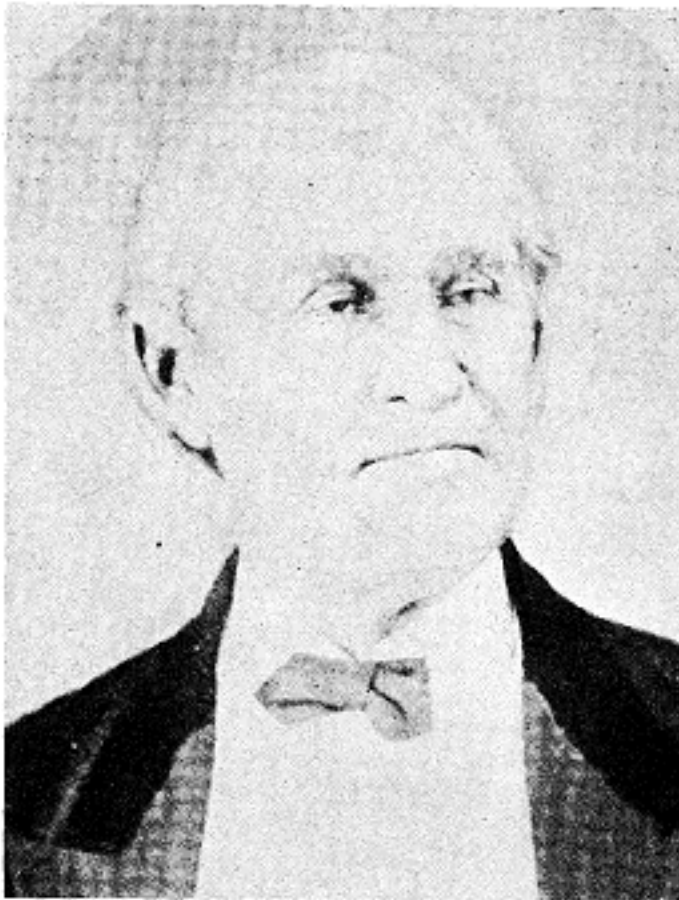
the death of his first wife, Mr. Spencer was married to Elizabeth Parrish, of Parrish, Manatee County. They had three sons and two daughters: Laurens V., who married Hattie Lee Cone; William C., who married Pauline Martin; Thomas K., Jr.; Elizabeth, who married W. F. Ferman, and Pearl, who married Hubert E. King.

JAMES MCKAY, SR.

James McKay, progenitor of the McKay family in Tampa, was born March 17, 1808, in the north of Scotland, at Thurso, in County Caithness. He went to sea when a boy and became a master mariner before he was twenty-five.

A full account of his marriage in 1837 in St. Louis to Matilda Cail, of Edinburg, and of his coming to Tampa in the fall of 1846 is given in the general text; see Chapter IV. At that time, Mr. and Mrs. McKay had four children: George, Sarah, James and John A. Four more children were born in Florida: Donald, Marion, Matilda and Almeria Bell. The family was accompanied to Tampa by Mrs. McKay's mother, Madame Sarah Cail.

Both Captain McKay and Madame Cail invested heavily in real estate soon after their arrival, buying many blocks just north of the garrison and large tracts east of town and on the west shore of Hillsborough Bay, in the Ballast Point section. He erected a home on the northeast corner of Franklin and Washington and a store building on the southwest corner. He established a general store and advertised that he sold "everything from a knitting needle to a sheet anchor." He also built a sawmill.



JAMES MCKAY, SR.

Unwilling to remain long on dry land, Captain McKay soon bought the schooners *Sarah Matilda* and *Emma* and started making trips to Cuba and Central and South America, handling general cargoes and trading. During the Seminole War of 1856-58 he operated a sutler's store at Fort Myers. After the war ended he entered the cattle business, buying herds and selling the animals in Cuba. He is credited with being the first shipper of cattle from Florida to the Havana market.

During the Civil War, Captain McKay was one of Florida's most active blockade runners and when his last ships were destroyed he became head of the Fifth Commissary District for the Confederate Army. (See Chapter V.) After the war ended he re-entered the cattle business on a larger scale and built up the largest fleet of vessels then owned by any individual in the state. His ships also ran on regular schedules to Cedar Keys, Key West, Mobile and New Orleans.

Captain McKay served as mayor of Tampa in 1858 and in the following year endeavored to secure Fort Brooke for the town. He succeeded in renting it from the government but the outbreak of the war upset his plans as the garrison was occupied by military forces. (See Chapters V and VI.)

George, the oldest son of Captain and Mrs. McKay died in early manhood, unmarried. An account of the lives of James, John and Donald S. McKay are given below.

Sarah McKay was married to Robert B. Thomas, of Kentucky, an officer in the United States army. They had no children. Marion McKay was married to William Randolph, of Tallahassee. They had a daughter, Sarah, who was married to William A. Carter, of Tampa. Matilda McKay was married to Dr. John P. Wall (q.v.). Almeria Bell McKay was married to Dr. Howell T. Lykes, of Brooksville (q.v.).

Captain McKay died November 11, 1876. Mrs. McKay died September 21, 1894.

JAMES MCKAY, JR.

James McKay, Jr., was born in Mobile, Ala., November 27, 1842, the oldest son of James and Matilda (Cail) McKay. He attended Tampa's first public school and enlisted in the 4th Florida Regiment at the start of the Civil War.

Entering his father's business at the close of the war, he spent much of his time at sea and became a master mariner. Following his father's death in 1876, he had charge of the McKay fleet until it was sold and then was employed by the Mallory Line, serving as captain of the steamer *Alicia A. Washburn* which carried the mail on the Gulf coast.

On April 16, 1886, Captain McKay went with the Plant Steamship Company, becoming captain of the *Mascotte* (q.v.). Early in 1887 he was in charge of the construction of the *Olivette* (q.v.) at Cramp's Shipyard, in Philadelphia. He then brought the ship into Tampa and commanded her until September 1, 1894, when he resigned to become United States marshal for the southern district of Florida. During the Spanish-American

War he superintended the loading and unloading of transports for the army. After the war he became marine superintendent of United States Transports, inspecting all transports chartered by the government on the Atlantic and Gulf coasts, with headquarters in New York City. He resigned in 1914 to become postmaster of Tampa.

Always active politically, Captain McKay served two terms in the Florida state senate during the 1880s and two years as mayor of Tampa, 1902-03.

He was married three times: the first time to Mary E. Crichton, daughter of Dr. John T. Crichton; the second time to Helene Turton, of Massachusetts, and the third time to Lillian Nimms Warren, of Atlantic Highlands, N. J.

James and Mary (Crichton) McKay had nine children, four sons, James Crichton (q.v.), Harold, John Crichton, and Frederick, and five daughters, Sarah Matilda, Blanche, Julia, Madge and Mary. Captain McKay had no children by his second or third wife. He died in September, 1924, at Tampa.

JOHN A. MCKAY

John Angus McKay, third son of James and Matilda (Cail) McKay, was born in 1845 in Mobile, Ala. He served in the Confederate Army during the Civil War and later followed the sea several years, acquiring a master mariner's license. During the 1870s he was deputy collector of customs in Tampa and afterwards engaged in the contracting business, handling a number of projects for the Plant System. Later he was proprietor of the Orange Grove Hotel.

In 1867, John McKay was married to Mary Jane McCarty, daughter of Mitchell and Elizabeth Aylless (Simmons) McCarty (q.v.). They had six children: Donald Brenham, Charles A., Mitchell F., and Kenneth I., and two daughters, Margaret, who was married to Charles C. Woodward, and had four children, Bonillia, Margaret, Ada and Charles C., Jr., and Ada, who married Lawson Magruder, and had one child, Charles Lawson.

Accounts of the lives of Donald B. and Charles A. McKay are given below.

Mitchell F. McKay was active politically in Hillsborough County for many years and held a number of political positions. He was married to Jane Givens, daughter of Thomas W. and Angie (McNeill) Givens. They had three children: Angie McNeill, John Wilkes and Winifred.

Kenneth Ivor McKay, born January 21, 1881, was graduated from Washington and Lee University in 1904 with an LL. D. degree and began practicing at once in Tampa. He became one of the city's leading attorneys and at the time of his death was senior partner in the firm of McKay, Macfarlane, Jackson and Ferguson. He was vice-president and director of the Tampa-Clearwater Bridge Co., and a director of Lykes Bros., Inc., Lykes Bros. Steamship Co., Tampa InterOcean Steamship Co., J. W. Roberts & Co., and Berriman Bros., Inc. On November 21, 1917, he was married to Olive Petty. They had four children: Kenneth

Ivor, Shirley Louise, Herbert Gifford and Howell Angus. Kenneth McKay, Sr., died August 6, 1945.

John A. McKay died November 19, 1907. His wife died February 15, 1912.

DONALD S. MCKAY

Donald S. McKay was born at Chassahowitzka Bay, Hernando County, Fla., August 8, 1846. While with his father on a blockade running trip early in the Civil War he was captured by the Federals and imprisoned in Fort Lafayette, New York Harbor. Finally released, he enlisted in the Confederate Army and served until the end of the conflict.

He then studied navigation and followed the sea for many years. During the mid-1880s he purchased eight acres of land on the west side of the river directly opposite the tract later purchased by Henry B. Plant as the site of the Tampa Bay Hotel. He built his home on a portion of the tract and subdivided the remainder.

Donald S. McKay was married twice, the first time to Mary M. Collier, daughter of Rev. W. E. and Sarah E. Collier. His wife died soon after their marriage and on January 10, 1872, he was married to Martha A. Hayden, daughter of Jesse J. and Susan D. (Crockett) Hayden, pioneer west side settlers. They had six children who reached maturity: Hayden, who married Maude Harris; Marion A.; Martha A., who married John A. Porter; William George, who married Annie McDermott; Susan May, who died unmarried, and Donald, Jr., who married Nellie Staley.

ANDREW J. HENDERSON

Andrew J. Henderson was born in Georgia December 31, 1814, the son of John G. and Margaret (Collins) Henderson. He was married in 1838 to Flora Olivia McDonald. They had six children: William B., John A., James Fletcher, Wesley P., Elizabeth I., who died in childhood, and Andrew Augustus, who died unmarried.

Mr. Henderson came to Tampa with his family in 1847 and died four years later. Mrs. Henderson died in 1854.

An account of the life of William B. Henderson is given below.

John A. Henderson studied law in the office of Judge James Gettis and later went to live in Tallahassee where he became one of the state's leading corporation lawyers. He was married twice. His first wife was Mary Turman, of Tampa. They had a daughter named Flora Abijah. Mr. Henderson's second wife was Mattie Ward, of Tallahassee. They had two children: John W. and Jennie.

James Fletcher Henderson also became an attorney but died before he reached the prime of life. He was unmarried.

Wesley P. Henderson was the first superintendent of public schools in Hillsborough County after reconstruction. He married Mary Parrish, of Manatee County. They had no children. He died while still a comparatively young man.

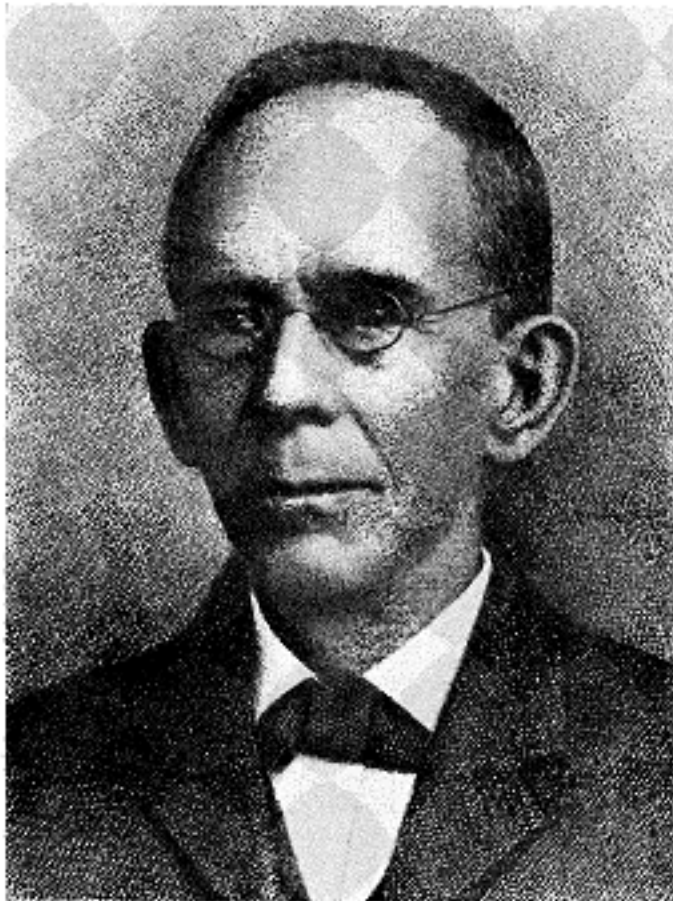
WILLIAM B. HENDERSON

William Benton Henderson was born September 17, 1839, in Jackson County, Georgia, the oldest son of Andrew J. and Flora Olivia (McDonald) Henderson. The father died when William was twelve years old and he started working in the general store of Kennedy & Darling.

In 1860 he purchased a small farm on the Alafia River and soon afterward opened a small store there which he operated until after the start of the Civil War. He then joined Capt. James Gettis' Co. D of the 7th Florida Regiment. He served about a year when his health broke and he came home. He then entered the cattle business and prospered.

In 1866 he opened a general store in Tampa and sold meat and other supplies to the Federal troops then occupying the garrison. He also continued raising cattle and during the Cuban insurrection of 1868 to 1878, when steers were selling at record prices, amassed a fortune. During this period, in 1873, he went into partnership with Capt. John Miller and formed the firm of Miller & Henderson which not only established Tampa's largest general store but also built up a fleet of ships. (See Chapter VI.) Mr. Henderson invested heavily in real estate, becoming one of the largest property owners in the county.

He was one of the founders of the Tampa Board of Trade and helped to bring the cigar industry to Tampa. He was the organizer and president of the Tampa Commercial Company and took a leading part in the organization of the



WILLIAM B. HENDERSON

Tampa Harness & Wagon Co., the Beckwith & Henderson real estate agency, later known as Beckwith, Henderson & Warren, and several other concerns. He was president of the Bank of West Tampa, West Tampa Land & Improvement Co., Tampa Building & Loan Association, and Tampa Publishing Co. He was for ten years president of the State Board of Health and chairman of the board of county commissioners for several terms. He also served as chairman of the county school board and several terms as member of the city council. He was a steward and trustee of the First Methodist Church. He was a Mason, an Odd Fellow and a member of the Confederate Veterans.

On February 9, 1860, Mr. Henderson was married to Caroline Elizabeth Spencer, daughter of William Samuel and Emily Amanda (Kendrick) Spencer. They had six children who attained maturity: Gettis A., Blanche, who married Dr. Leslie W. Weedon; Cora, who married George Clarence Warren; Nellie May, who died at the age of thirty, unmarried; John William, and Mattie Ward, who married Amos Love Harris.

Mrs. Henderson died December 14, 1906, and Mr. Henderson May 7, 1909.

CONSTANTINE BOUGARDEZ

Constantine Bougardez was born in Lorraine, France, March 3, 1824. When a young man he emigrated to America and in 1844 was married in St. Augustine to Miss Jane Canova, a member of an old Florida family.

Mr. Bougardez came to Tampa about 1847 with his family and settled near the river about a mile north of the fort. A carpenter by trade, he helped rebuild the fort buildings demolished by the hurricane of 1848. After the Civil War he filed a homestead claim for the land he was occupying and got title to it in 1875. The tract ran east from the river along Constant Street, named for him, to Pierce, north on Pierce to Henderson and west on Henderson to the river.

Mr. Bougardez died on September 18, 1884. He and Mrs. Bougardez had twelve children: Glode, Thomas, Joseph, Robert C., Louise, Rosetta, Dora, Aurelia (Mrs. Joe Fagan), Agnes (Mrs. J. B. Phillips), Teresia (Mrs. Abner Powell), Laura (Mrs. John Langhoff), and Mamie (Mrs. Mack Edding). Thomas was married to Agnes Herman, Joseph to Ida McCarty and Robert C. to Mollie Williams.

CHRISTOPHER L. FRIEBELE

Christopher L. Friebele was born May 11, 1815, in Carlsruhe, Baden, Germany. When a young man he came to the United States, locating first in Savannah and then at Newnansville, Fla. In 1848 he came to Tampa and opened a general store on the northwest corner of Franklin and Washington streets.

During the Civil War Mr. Friebele engaged in blockade running with his brother-in-law, Edward A. Clarke, and others. The two men were finally captured by the federal forces at Anclote Keys and imprisoned in the North until the end of the war. Both then returned to Tampa. Mr.

Friebele reopened his store and operated it until his death on December 2, 1886. He also was engaged in many other business enterprises and invested heavily in real estate.

On January 8, 1852, Mr. Friebele was married to Julia A. Wall, daughter of Perry G. and Nancy (Hunter) Wall. They had three children: Samuel, Mary and Nannie. Samuel married Rosa Dagenhardt and died without issue. Mary was married to James Edgar Lipscomb and by him had a son, James Edgar, Jr. After the death of her first husband, Mrs. Lipscomb was married to Dr. James W. Dupree, of Louisiana, and by him had two sons, Frederick F. and James W. Nannie Friebele died unmarried. Mrs. Friebele died March 9, 1915.

JOHN T. GIVENS

John T. Givens (originally spelled Given) was born in South Carolina September 15, 1815, of Scotch and English descent. He enlisted in the army during the Seminole War of 1835-42 and was stationed six months at Fort Brooke. He then returned to South Carolina where he was married to Nancy Cunningham Walker.

In 1843 Mr. Givens moved to Madison County, Florida, and five years later came to Tampa, arriving on Christmas day. The town had started to grow and he engaged in building. He also started an undertaking establishment, making his own coffins. He erected a home on the southeast corner of Morgan and Lafayette.

Mr. and Mrs. Givens were charter members of the Methodist Church for which he erected the first church building on the corner diagonally opposite his home. He and a son, Darwin Branch Givens, erected the first public school building on a lot on Franklin Street he had previously sold to the school board for \$400.

Mr. Givens served one term as county treasurer, two terms as county commissioner and two terms as a member of the county board of public instruction.

Mr. and Mrs. Givens had twelve children: Robert Henry, Thomas Wilkes, John Jasper, Jane Florida, Francis Elizabeth, Marion, Mary Louisa, Ariana Eliza, Warren Addison, Darwin Branch, Clara Virginia and Franklin Leonidas.

Mrs. Givens died September 1, 1897, and Mr. Givens November 10, 1901.

LESLEY FAMILY

The progenitor of the Lesley family in Tampa was Leroy Gilliland Lesley, born May 11, 1808, in Abbeville, S. C., the son of John Harris and Mary (Gilliland) Lesley. A minister in the Methodist conference, he came to Tampa with his family in 1848 from Madison County, where he had located in 1829. In Tampa he became the third pastor of the Methodist Church. A soldier as well as a minister of the gospel, he served in the Seminole Wars of 1835-42 and 1856-58 and as a captain of an independent company he organized for the Confederate Army in the Civil War.

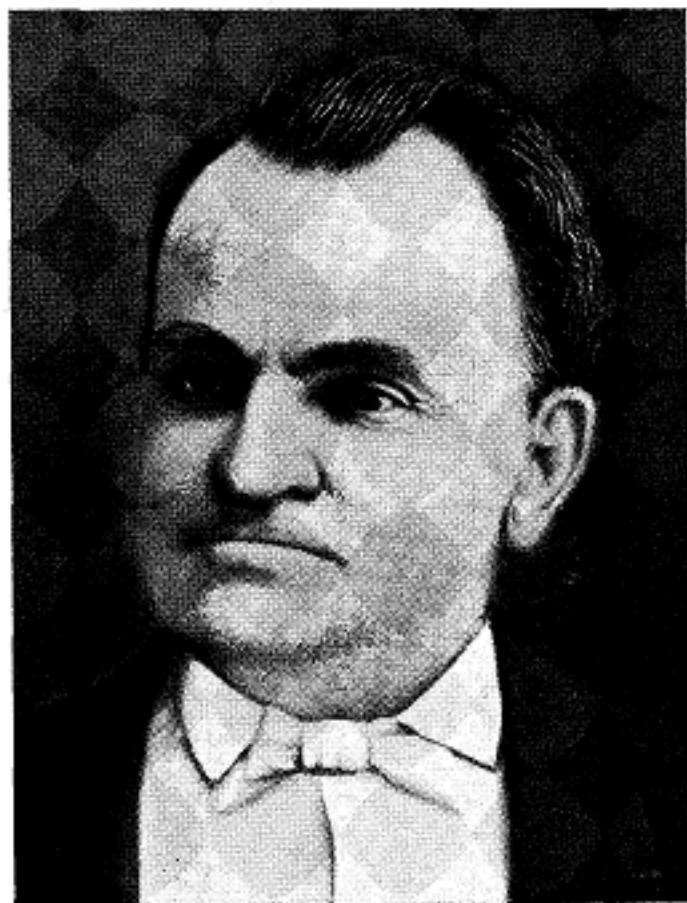
In 1834 Leroy G. Lesley was married to Indiana Childs Livingston, a descendant of Philip Living-

ston, one of the signers of the Declaration of Independence. They had three children: John Thomas Lesley, Emory L., and Mary C. Following the death of his first wife, he was married to Jane Lucy Sandwich, who bore him a daughter, Emma.

John Thomas Lesley engaged in carpentry in Tampa until the Seminole War of 1856-58 in which he enlisted as a private and became a lieutenant. After the war he began raising cattle. When the Civil War started he organized a company of infantry which was attached to the 4th Florida Regiment. He was elected captain of the company. After taking part in engagements at Fernandina and Mobile, he was promoted to major in October, 1862. Early in 1863 he was granted leave to go home and organize a cavalry company for home guard service.

After the war ended, Captain Lesley, as he was thereafter known, served two years as sheriff and then built a saw mill and engaged in the lumber business until 1872 when he returned to cattle raising. He accumulated a fortune and became one of the largest property owners in Hillsborough County. He was one of the original directors of the First National Bank.

In 1876 Captain Lesley was elected to the lower house of the state legislature and in 1878 and 1882 to the state senate. In 1885 he was a member of the constitutional convention which framed a new state constitution. In 1893 he was appointed to serve an unexpired term as clerk of the circuit court but resigned the same year to accept appointment of the position of collector of customs for the port of Tampa. He served until a suc-



JOHN T. LESLEY

cessor was appointed by President McKinley. He also served as mayor of Fort Brooke from 1886 to 1907 when it was taken into Tampa.

On August 28, 1859, Captain Lesley was married to Mrs. Margaret (Brown) Tucker, who died in 1893. They had six children: Indiana Elizabeth, unmarried; Emory Leroy, who was married to Jennie Morgan, and had five children—Emory L., Jr., Mary Virginia, Geraldine Elizabeth, John Taliaferro, and India Childs; John James, unmarried; William Taliaferro, who married Sarah R. Yancey and had two children, Margaret and Sarah; Theodore, who married May Yancey, and had two children, Theodore, Jr., and Mary Lowndes, and Livingston G. Lesley, who was married to Georgia Florence Yancey and had three children, John Livingston, Leona and Lois. Captain Lesley died July 13, 1913. His wife died September 22, 1893.

Emory Leroy Lesley, second son of Leroy and Indiana (Livingston) Lesley, was killed by the accidental discharge of a gun when a young man.

Mary C. Lesley, third child of Leroy G. and Indiana (Livingston) Lesley, was first married to William H. Brown who died in 1871. They had one child, William Lesley Brown. Following Mr. Brown's death, his widow married Urban S. Bird, a Methodist minister. They had no children.

Emma Lesley, daughter of Leroy G. and Jane Lucy (Sandwich) Lesley was married to William J. Frierson. They had three children; but only one reached maturity, a daughter named Lesley who was married to Guy L. Buell.

ALFONSO DeLAUNAY

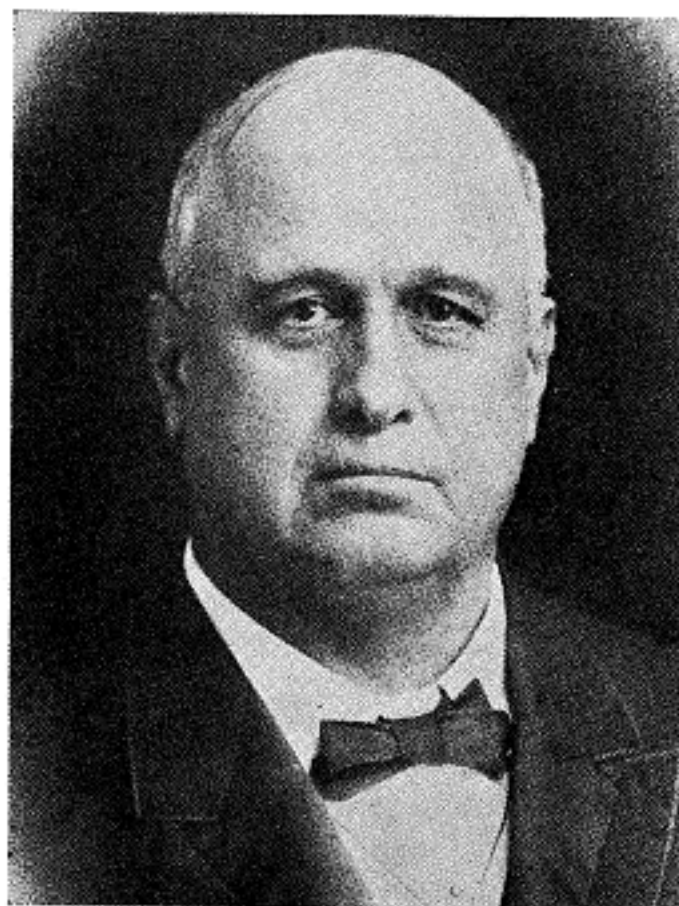
Alfonso DeLaunay, second mayor of Tampa, was born in Virginia in 1810, the son of a Revolutionary War patriot who had been born in France. A lawyer by profession, he came to Tampa about 1848 in search of health and operated the Palmer House, originally known as the Kilgore Hotel. He served as postmaster from 1852 to 1860 and in 1856 was elected mayor. He served as editor of the *FLORIDA PENINSULAR* in 1859-60 and then started his own paper, *THE SUNNY SOUTH*.

An avowed secessionist, he was elected in 1860 as a delegate from Hillsborough County to the Florida convention which voted the state from the Union. From 1860 to 1865 he served as Confederate States postmaster and deputy inspector of customs for the port of Tampa.

Mr. DeLaunay was married twice; first, to Miss St. Johns, of Georgia, by whom he had one son, St. Johns DeLaunay, and secondly, to Victoria Montes de Oca (q.v.), by whom he had four children: Pauline, Emma, Harry and Florida. He died in Tampa July 28, 1865.

STEPHEN M. SPARKMAN

Stephen M. Sparkman was born July 29, 1849, in Hernando County, the son of Nathaniel Keightley and Mary (Cason) Sparkman. After being educated in country schools, he taught school for several years and then studied law in the Tampa office of Henry Laurens Mitchell, later governor of Florida, and was admitted to the bar in October, 1872.



STEPHEN M. SPARKMAN

He was appointed state's attorney for the sixth judicial circuit in 1878 and held that position until 1887. In the early 1880s he became counsel for the South Florida Railroad and when that line was acquired by the Plant System was retained in the same capacity. He continued to serve the Plant System for many years.

Always active in politics, Mr. Sparkman was elected to Congress in 1894 from the First District and was re-elected ten times, serving continuously until 1917. He was a member of the important Rivers and Harbors Committee for twenty years and during the last six years, was chairman of the committee. When the Sixtieth Congress created the National Waterways Commission, he was made a member of it and in that capacity visited Europe with the other commissioners to study the navigable waterways of the Old Europe.

During his service in Congress, Mr. Sparkman succeeded in obtaining millions of dollars for the development of rivers and harbors in Southwest Florida, and Tampa in particular was immeasurably benefitted through the development of a deepwater harbor which ranks with the best on the Gulf.

At the conclusion of his service in Congress, Mr. Sparkman practiced law in Tampa.

He was married in 1875 to Ellen Hooker, daughter of John I. and Cuthbert (Lanier) Hooker. They had nine children: E. Lamar, who married Daisy N. Smith; Mary C., who married Edward H. Hart; Julia, who married Charles E. Ball; Ellie Louise, who married Victor H. Knight; Stephen M., who married Corris Knight; Cuth-

bert Wayne, who married Dr. Rollin Jefferson; Curtis Lanier, Francis Eugenia, and Nathaniel Keightley.

Mr. Sparkman died September 26, 1929.

ROBERT F. NUNEZ

Robert Flournoy Nunez, a native of Georgia, came to Tampa during the late 1840s and became a clerk in the general store of Kennedy & Darling. In 1859 he rented a store room on the ground floor of the Masonic Temple, at Washington and Tampa, built by John Darling, and started a store of his own. He was one of the organizers of the Tampa Brass Cornet Band.

In 1862, Mr. Nunez sold the store and joined the Confederate Army as captain of Co. B, 7th Florida Regiment. He fought in Tennessee and Kentucky and was in Bragg's famous march. Un-used to the colder climate he contracted pneumonia from which he never recovered. Because of his illness he was released from the army in 1864 and returned to Tampa. He died in 1868.

Before joining the army, Mr. Nunez was married to A. H. Craft, daughter of the Rev. S. C. Craft, pastor of the First Baptist Church. They had two children, Ruby, who was married to I. S. Giddens, a pioneer grocer of Tampa, and Robert, who was married to Ellen Hale. Mr. and Mrs. Giddens had three children: Genevieve, Daisy and Mary. The children of Robert and Ellen (Hale) Nunez were: Robert, Jr., Mary, John and Paul.

DR. FRANKLIN BRANCH

Franklin Branch, pioneer physician and druggist of Tampa, was born in Orwell, Vt., November 28, 1802. He was graduated from Castleton Medical College in Vermont in 1825 and started practicing in the Abbeville district of North Carolina. On December 16, 1830, he was married to Miss Matilda Vashti Wilson. They had three sons, Darwin A., who became a physician, and Franklin A. and James O., who became Methodist ministers. They also had three daughters, Lavonia, Helen and Lucy.

Doctor Branch came to Tampa in the late 1840s, opened an apothecary's shop, practiced medicine and preached in Methodist churches. In April, 1849, he bought land near the Manatee River and built two large log houses with the intention of starting a sanitarium. He also went into the business of supplying timbers for ship-builders. Both ventures failed and the doctor returned to Tampa and re-established his drug store. His log houses were used as a place of refuge by Manatee pioneers during the third Seminole War.

Dr. Darwin A. Branch, who had remained in Tampa, was elected mayor in 1856 to succeed Judge Lancaster, the town's first mayor, who had died that year.

The Branch family was hard hit by the yellow fever epidemics of 1857 and 1858. Dr. Franklin Branch's wife died August 23, 1857, and his granddaughter, Clara Vashti Clarke, daughter of Edward A. and Helen (Branch) Clarke, died October

21, the same year. During the 1858 epidemic, Dr. Darwin A. Branch died, on August 16, at the age of 26, and Mrs. Clarke died on December 22, at the age of 18.

On January 6, 1860, Dr. Franklin Branch was married to Martha A. Turnbull, of Monticello, Fla. They had a son, Harry L. Branch who, in 1884, built Tampa's first opera house.

Doctor Branch died Thursday, August 24, 1882.

MADISON POST

Madison Post was born in New Jersey on January 22, 1815, and came to Tampa in 1849 to operate the old Kilgore or Tampa Hotel. Later he opened a general store. In 1858 he was elected mayor of Tampa, the third man to hold that office. He served during the Civil War in the Confederate Army and died September 10, 1867.

Shortly after coming to Tampa Mr. Post was married to Maria Jane Moore. They had five children: Duff, who married Ina (McGregor) Sage; Holly, who married Frederick A. Fine; Linnie Darling, who married George A. Bell; Madison, who married Maria Kelly, and Jacob J., who married Rose Winn.

Duff Post became a dentist and practiced in Tampa many years. He also took an active part in community life. He was city marshal for two years and mayor from 1883 through 1886. He was the second native-born mayor in Tampa's history. He was president of the county board of health in 1893 and postmaster of Tampa from 1891 through 1895, during which time free mail delivery was established. He also established the first emergency hospital in the city. Doctor Post was married to Ina (McGregor) Sage. They had no children.

JOSEPH ROBLES

Joseph Robles was born in Madrid, Spain, September 15, 1817. When 15 years old he came to the United States, landing at St. Marys, Ga., on his fifteenth birthday. He was married in Georgia in 1840 to Mary A. Garrison, daughter of Michael Garrison, of Effingham County.

Soon after the marriage, Mr. and Mrs. Robles moved to Columbia County, Florida. The Seminole War of 1835-42 was then being waged and Mr. Robles served as a volunteer until the conflict ended. Later he moved to Hernando County and in 1851 came to Hillsborough. In 1857 he homesteaded north of what is now Columbus Drive between Florida and Nebraska Avenues. Much of this land was sold in the 1870s to north-erners who wanted to establish "orange grove estates." (See Chapter VI.)

During the Civil War, Mr. Robles served as a home guard and once captured eight Yankees who were attempting to raid a salt works at the head of Old Tampa Bay. (See Chapter V.)

Mr. Robles died February 12, 1907. He was survived by nine children: John G., Joseph P., Seaborn L., Green W., Francis M., Horace T., Mary O., Fannie A., and Julia A. His oldest son,

Michael F., died during the Civil War while a prisoner at Camp Chase.

The entire family has been noted for longevity. One of the sons, Joseph P., was still living in 1949 at the age of 102. He was the oldest resident of Tampa.

EDWARD A. CLARKE

Edward A. Clarke was born in 1827 in Cornwall-on-the-Hudson, New York. He came to Tampa in 1853 and opened a general store, his place of business being located for many years on the southwest corner of Washington and Marion.

With Christopher L. Fricbele, his brother-in-law, he engaged in blockade running during the Civil War, was captured at Anclote Keys, and was imprisoned until the end of the war. He then returned to Tampa and reopened his store. He invested heavily in real estate which became immensely valuable after Tampa started booming in 1883. He acquired one of his most valuable holdings, about 33 acres just north of Harrison, from a Negro servant, Fortune Taylor, on June 23, 1875, for \$255. The woman had homesteaded it after the Civil War. Mr. Clarke subdivided this tract in 1883, calling it Clarke's Subdivision No. 1. It was incorporated as North Tampa in 1885 but was taken into Tampa in 1887.

In 1855, Mr. Clarke was married to Helen Mary Branch, daughter of Dr. Franklin and Matilda V. Branch. They had a daughter, Clara Vashti, who died in the yellow fever epidemic of 1857. His wife died in another epidemic a year later. On May 31, 1860, he was married to Sarah L. Wall, daughter of Perry G. and Nancy (Hunter) Wall. They had a daughter, Flossie, who was married to Andrew J. Knight.

Mr. Clarke died in November, 1886.

WILLIAM T. BROWN

William T. Brown was born in 1810 in Marlboro County, South Carolina. Coming to Florida in 1831, he lived first in Leon County and then, in 1842, took up land under the Armed Occupation Act in Alachua County where he was married to Elizabeth Townsend, daughter of Light and Phoebe (Carter) Townsend.

In 1854, Mr. Brown came to Hillsborough County and developed two plantations, one at Two Mile Branch, in the area of the present Seventh and Nebraska Avenues, and the other at Simmons' Hammock. He built a town home on the northwest corner of Lafayette and Jefferson, the site of the new county courthouse.

Mr. Brown served in volunteer companies during both the Second and the Third Seminole Wars. He was elected to the city council in 1857 and in 1861. After the war he abandoned his plantations and opened a general store which he operated until the time of his death on August 11, 1868.

Mr. Brown was twice married, first to Elizabeth Townsend, the mother of all his children, and later to Mrs. Martha Jane (Webb) Peacock who survived him many years. His children were: Margaret Adaline, who first married William W. Tucker and later John T. Lesley; James

Light; William Henry, who married Mary Camillus Lesley, and John Francis.

JOHN HENRY KRAUSE

John Henry Krause, a native of Saxony, Germany, came to Tampa in 1855 and established a blacksmith shop on the northeast corner of Franklin and Zack Streets where the first Citizens bank building later was built. During the Civil War he served in the Confederate Army.

When the war ended, Mr. Krause returned to Tampa and began manufacturing wagons, carts and buggies which were used all over South Florida. He also opened a general store on the southeast corner of Franklin and Zack. Later he invested heavily in real estate and at one time was sole owner of Sulphur Springs.

Mr. Krause was first married to Mary E. Daegenhardt, daughter of John H. and Mary M. Daegenhardt, natives of Dresden, Saxony, who had come to Tampa in 1848. Mr. and Mrs. Krause had six children who reached maturity: Henrietta, who married John T. Gunn; Mary, who married Joseph A. N. Grable; John Henry; Annie, who married Robert Nunez; Frederick Wilhelm, and Rosa. Several years after the death of his first wife, Mr. Krause was married to Josephine Weisbrod, who bore him two children, Herman and Wilhelmina.

WILLIAM CHARLES BROWN

William Charles Brown was born June 10, 1834, in Athens, O. Trained as a civil engineer, he was employed by railroads until his health failed. Seeking a milder climate, he came to Tampa in November, 1855, and became associated with his two uncles, Micajah C. and J. W. Brown, owners of a clothing store at Franklin and Washington. He served in both the Third Seminole War and in the Civil War. After the Civil War he returned to his original vocation, that of a surveyor.

In 1866, Mr. Brown was elected city clerk and in 1867, county surveyor. Later he served as clerk of the circuit court, from 1877 to 1885. He was also a member of the Democratic Executive Committee and in 1884 was a delegate to the national convention in Chicago.

In 1881, Mr. Brown purchased Little Grassy Island at the mouth of the Hillsborough River, and with William B. Henderson acquired almost all of Depot Key. These islands later were purchased by D. P. Davis and developed into Davis Islands. (See Chapter XI.) Mr. Brown was secretary of the city's first street railroad company and also had a financial interest in many Tampa business concerns.

He died December 31, 1904, and was survived by his widow, the former Mary E. Hager, and four children: Mrs. Thomas Gibbons, Mrs. Louis Carney, Flossie and Karl.

ANDREW J. KNIGHT

Andrew J. Knight was born at Knight's Station, Hillsborough County, December 20, 1857, the son of Joel and Virginia (Mitchell) Knight (q.v.).

After attending public schools, Mr. Knight studied law and was admitted to practice but

business proved more attractive and he never followed the legal profession. In the early eighties he had a store on Washington Street and in 1887 entered the real estate business. With Edward M. Hendry he organized the firm of Hendry & Knight which subdivided a large part of the garrison, constructed the Hendry & Knight channel and built terminals. He was one of the founders of the Tampa Dock Company.

Mr. Knight was married to Flossie Clarke, only child of Edward A. and Sarah (Wall) Clarke. They had seven children who lived to maturity: Clarke, Esli, Vida Clare, Aldine Jewel, Jules, Flossie, and Sarah. Mrs. Knight died in 1910 and on September 18, 1918, Mr. Knight married Ruby Leon Marcum.

Mr. Knight died September 28, 1926.

HENRY LAURENS KNIGHT

Henry Laurens Knight was born in Plant City in 1859, the son of Joel and Virginia (Mitchell) Knight. He attended public schools in the Charlotte Harbor district, where the family moved after the Civil War, and later was engaged in the cattle business.

Coming to Tampa in the early 1880s, Mr. Knight was married to Lillie Wall, daughter of William W. and Minnie (May) Wall (q.v.).

With the coming of the South Florida Railroad, Tampa and the entire Tampa Bay region began enjoying unprecedented development and Mr. Knight foresaw the need of a store which would specialize in selling all types of hardware. He entered into partnership with Perry G. Wall (q.v.) and on January 19, 1884, they opened a



HENRY LAURENS KNIGHT

retail store on Washington Street, then in the heart of the business district. Because Mr. Wall was not of age, the partners used the name of Edward A. Clarke, Mr. Wall's guardian, in the firm name, Clarke & Knight. The name Knight & Wall was adopted in 1887 following Mr. Clarke's death.

The concern, now the oldest business establishment in Tampa, grew rapidly from its inception, due to the outstanding ability and enterprise of the two founders. It soon entered the wholesale field and sent salesmen to all parts of South Florida. In 1892, a large three-story brick building, still standing, was built on the southwest corner of Tampa and Lafayette. Later many additions were made to the establishment to take care of increased business.

Mr. Knight took an active interest in civic affairs and was a member of the city council for a number of years and was a member of the port commission at the time of his death, on February 6, 1919. He was survived by his widow and four daughters: Mrs. J. W. Bradley, Mrs. Frank Cooper, Mrs. Whitfield Wilson and Mrs. W. O. Stovall.

CHARLES L. KNIGHT

Charles L. Knight was born March 31, 1861, at Knight's Station, north of the present Plant City, the son of Joel and Virginia (Mitchell) Knight (q.v.). After the Civil War, the family moved to the Charlotte Harbor district where he received his early education and subsequently engaged in the cattle business.

Mr. Knight came to Tampa in 1889 and became connected with the Knight & Wall Company, in which he owned a substantial interest. Later he became actively interested in real estate and bought and sold numerous properties in and near Tampa. In 1922, he and his son, Richard, organized the firm of C. L. Knight & Son; in 1925, his son, Eugene, was taken into the business. The company has been engaged ever since in real estate.

Mr. Knight was vice-president of the American National Bank and when it was absorbed by the Citizens Bank & Trust Company, he served as a director of the latter institution. He was one of the pioneers in the citrus industry, planting his first grove from seed when he was twelve years old. The grove, located near Pine Level, is still bearing.

In 1889, Mr. Knight was married in Tampa to Daisy Wall, daughter of William W. and Nancy (Hunter) Wall (q.v.). They had two daughters: Lois Wall (Mrs. Joseph P. Henderson), and Barbara (Mrs. J. William Dupree), and two sons, Eugene and Richard.

Eugene Knight was born in Tampa June 11, 1893, and was educated in Tampa schools. He is vice-president of C. L. Knight & Sons, Inc., and president of Eugene Knight, Inc. On October 21, 1913, he was married to Fay Parker, daughter of W. L. Parker, builder of the De Soto Hotel (q.v.). They have three children: Nancy (Mrs. Robert Harper), Frances (Mrs. Jack Skemp), and Charles L., II.

Richard Knight was born in Plano, Tex., July 16, 1899. He was graduated from Hillsborough



CHARLES L. KNIGHT

High School and attended the University of Florida. In 1922 he joined his father in establishing the firm of C. L. Knight & Sons, Inc., realtors, and is now president of the company. During the 1930s he was state appraiser and later state manager of the Home Owners Loan Corporation, with headquarters in Jacksonville. He has been a member of the Hillsborough County Port Authority since its inception. On February 14, 1923, he was married to Grace Hildreth. They have three daughters: Edith Knight Tucker, Ann Cooper Knight and Sandra Wall Knight.

THE CULBREATH FAMILY

Edward Culbreath, progenitor of the Culbreath family in America, came to this country from Scotland in 1756 and was the first settler of the community subsequently called Scotland in Edgefield District, South Carolina.

His descendant, Harry C. Culbreath, born in Edgefield District on October 12, 1814, was the son of William and Bathsheba Culbreath. He served as a member of the 10th Regiment, South Carolina Volunteers, in Florida during the Seminole Indian War, 1835-36. On December 26, 1841, he was married to Matilda Maynard.

He enlisted in the Confederate Army on April 15, 1861, at Charleston, S. C., and was immediately appointed sergeant whereupon he organized Company G, 7th Regiment, South Carolina Infantry, CSA, with which company he served in Virginia until discharged because of physical disability on September 12, 1861, at Flint Hill.

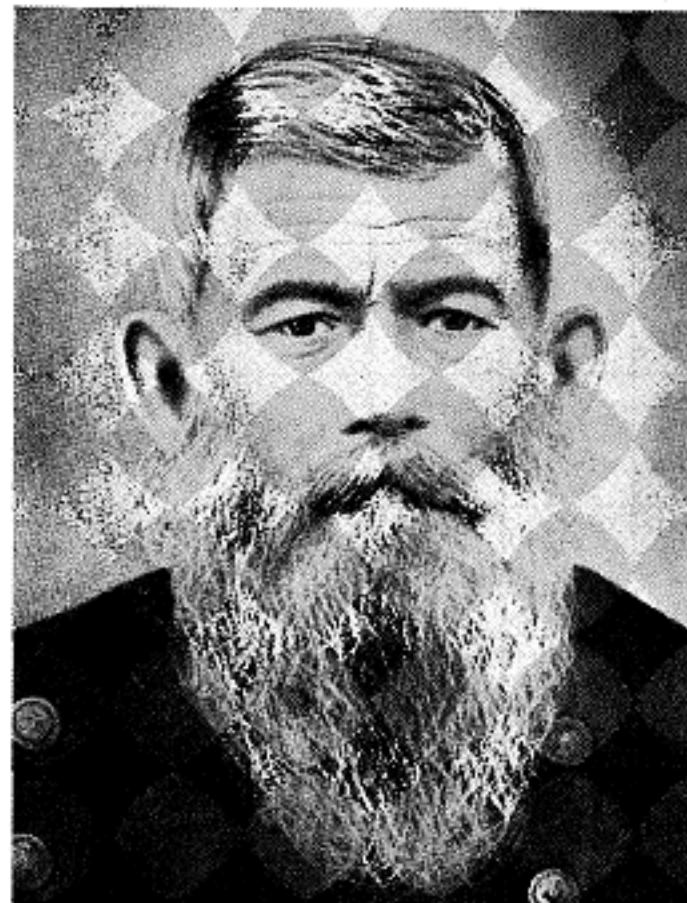
Re-enlisting October 6, 1861, at Camp Butler, South Carolina, he served as second and first lieutenant, Company B, 2nd Regiment, South Caro-

lina Artillery, CSA. He was appointed captain in Company K, same regiment, on May 7, 1862. This company of heavy artillery which he organized was stationed on James Island for the defense of Charleston. Later, the company took part in the battle of Secessionville and when the colonel of the regiment was killed, he took command. By virtue of this command, he was known thereafter as Colonel. He was discharged because of physical disability on November 23, 1864.

After the war ended, Colonel Culbreath found living conditions under carpetbagger control unbearable, and he decided to move to Florida with his family. He made the long journey with a wagon train consisting of two transport wagons, a family carriage, a lead mule and five saddle horses. Arriving at the Tampa Bay region in November, 1866, he acquired a 70-acre farm and grove near Bay View on the western shore of Old Tampa Bay and settled there December 16.

Becoming certain that Tampa would some day become a large city and important port, Colonel Culbreath moved his family across the bay two years later and acquired a homestead of 209 acres about four miles west of Tampa in the district later known as Beach Park. To make sure of getting the land he wanted, he paid Capt. W. E. Sweat, then living there, \$500 in gold for his squatter's rights, filed homestead papers, and finally bought the tract from the state, the legal owner, for \$1.25 an acre. There he developed a farm and grove which he named Edgefield after his former home.

Colonel Culbreath became one of the most highly respected citizens of the county. And one of his best friends was a man who had fought in



COL. HARRY C. CULBREATH

the Union Army during the War Between the States, Col. W. G. Bartholomew. The two veterans never tired of discussing the conflict, but their friendship grew constantly stronger, and when Colonel Culbreath finally passed away, no one grieved more than the Northern officer.

Colonel Culbreath died September 4, 1885, and Mrs. Culbreath, November 18, 1895. They had six children who lived to maturity: Josephine, Ira P., H. Pope, William P. (q.v.), John and Percival P.

Josephine Culbreath married John Strother and had seven children: Popie, Mattie, Julia, Ida, Pearl, Fannie and Henry C.

Ira P. Culbreath was married to Julia Long, who died at Bay View August 21, 1867. They had a son, Joseph Harry Culbreath (q.v.).

H. Pope Culbreath was married to Henrietta Hackney, who died February 20, 1870. He died at Crystal River February 3, 1887.

John Culbreath was born May 29, 1854. He married Rosa Hays, December 21, 1882. He specialized in arboriculture and planted most of the trees which beautify Memorial Highway and older sections of Tampa. He had six children: Matilda, William, Pope, John, Hugh (q.v.), and Ernest.

Percival P. Culbreath was born February 13, 1856. He married Mittie Pate May 5, 1889. They had four children: Ruby Pate, who was married to Dr. J. C. Caraballo; Percival P., Jr., Pearl and Melvin. Mr. Culbreath was associated for many years with the Knight & Wall Co.

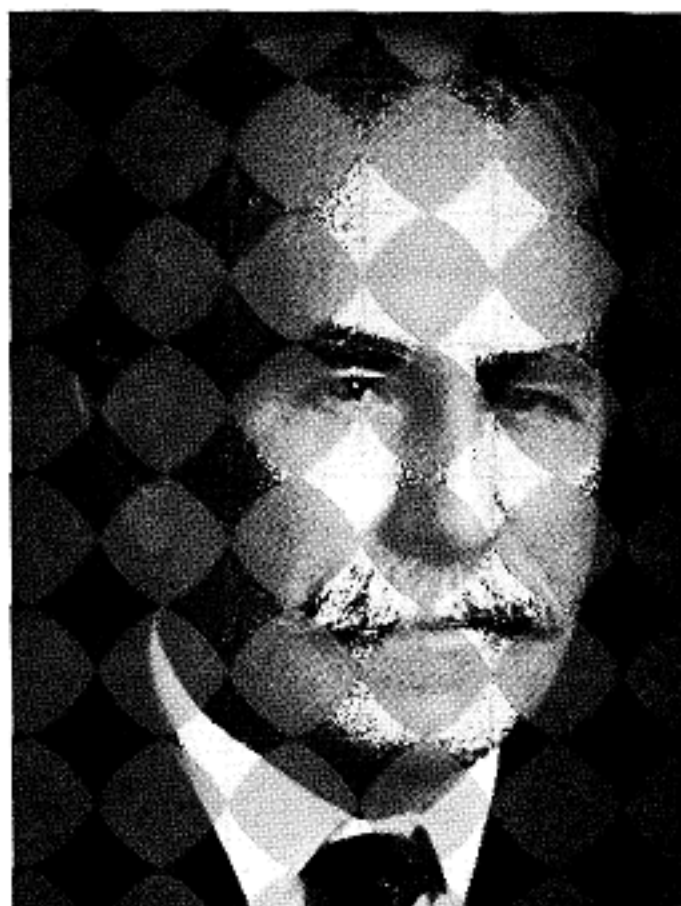
WILLIAM P. (BOB) CULBREATH

William P. (affectionately called Bob) Culbreath was born on his father's plantation in Edgefield District, South Carolina, February 5, 1853, the son of Harry C. and Matilda (Maynard) Culbreath (q.v.). He came to Hillsborough County with the family in 1866. He was educated in public schools of South Carolina and Florida.

Mr. Culbreath first worked with his father and brothers on their Edgefield farm and orange grove in what is now the Beach Park section. From 1879-81 he worked in cedar mills near Webster, Fla. In 1855 he entered the railway mail service and later became assistant postmaster of Tampa. He resigned this position in 1896 to enter the insurance business, representing the New York Life Insurance Company and other companies.

Mr. Culbreath shared his father's confidence in the future of Tampa and the state and when the latter died, he purchased his brothers' interest in the Edgefield farm and grove and continued to develop the property, making the grove one of the largest in the Tampa area. Following the Big Freeze of 1894-95, he disposed of the farm and grove and thereafter confined his efforts to interests in the city.

He was a staunch Democrat and always interested in politics. He was elected clerk of the circuit court for a four-year term in 1912 and was re-elected in 1916. He was widely known and respected for his advocacy of rigid law enforce-



WILLIAM P. (BOB) CULBREATH

ment and was an authority on the history of the Confederate government and army.

Due to ill health, Mr. Culbreath retired in 1921. He died July 25, 1926, and was buried in the family plot of Hopewell Cemetery west of Tampa near the old Culbreath farm.

He was married in Macon, Ga., April 12, 1881, to Mildred White Ellis, of Macon. They had four sons: one, who died at birth, another, Robert Lee, who died at 13, Harry C. (q.v.), and Charles E. Mrs. Culbreath died November 11, 1949, and was buried beside her husband in Hopewell Cemetery.

HARRY CHAPPELL CULBREATH

Harry Chappell Culbreath, named for his grandfather, Col. Harry C. Culbreath (q.v.), was born on the family farm near Tampa on January 17, 1882, the son of William P. and Mildred White (Ellis) Culbreath (q.v.). He attended Hillsborough High School and Mercer University, in Macon, Ga.

In 1905, Mr. Culbreath became assistant manager and secretary of the Cuban American Veneer & Transportation Co., importers, exporters and manufacturers of Spanish cedar lumber and owner-operators of sailing vessels trading with Cuba. In 1907, he became a salesman, and later the sales manager, of V. Guerra Diaz & Co., Cuban tobacco importers and cigar manufacturers. He remained with the company until World War I (see below).

After the war, Mr. Culbreath became one of the organizers and incorporators of the Tampa Interocean Steamship Company which he served

as secretary, vice-president and general manager, and executive vice-president. In July, 1925, this company became an affiliate of Lykes Brothers Steamship Co., Inc., in which Mr. Culbreath was subsequently elected a member of the board of directors, member of the executive committee, and vice-president.

Mr. Culbreath also has been executive vice-president of Blocks Terminal, Inc., from its organization in January, 1940; a director and member of the finance committee of the First National Bank of Tampa since January, 1940, and a director and member of the executive finance committee of the Gulf Life Insurance Company since January, 1935.

In April, 1917, Mr. Culbreath entered the first officers military training camp at Ft. McPherson, Ga. He was commissioned a first lieutenant in July and was assigned to the 82nd Division. He served with the American Expeditionary Force in France from May, 1917, to June, 1919. He was promoted to captain in October, 1918, and was subsequently promoted to major, lieutenant colonel and colonel, U. S. Army Reserve.

In 1920, Colonel Culbreath was elected to serve as the second commander of the USS Tampa Post No. 5, American Legion. He served two terms, during which period the Legion was firmly established in Tampa.

In 1922, when the reserves were established, he was assigned by the commanding general, Fourth Corps Area, to command the 328th Infantry Regiment (reserve) of the 82nd Division, in which he had been a member during the war. He was also designated to supervise the organization of reserve corps activities in Florida. Later he pro-

moted the organization of the Tampa chapter of the Reserve Officers Organization and subsequently served as president of the Tampa chapter and state organization.

Mr. Culbreath is a trustee of the University of Tampa and vice-president and trustee of the Florida Baptist Foundation. He is a member of the Kiwanis Club, University Club, American Legion, Veterans of Foreign Wars, Tampa Propeller Club, Tampa Yacht and Country Club, Palma Ceia Golf Club, Ye Mystic Krewe of Gasparilla, and First Baptist Church.

JOSEPH HARRY CULBREATH

Joseph Harry Culbreath was born near Bay View, on Pinellas Peninsula, March 7, 1867, the son of Ira P. and Julia (Long) Culbreath. His mother died when he was a baby and he was raised in the home of his grandfather, Col. H. C. Culbreath (q.v.). He was educated in Hillsborough County schools and in 1885 started working for the old TAMPA TRIBUNE as a printer. He served as a foreman and proofreader of the TAMPA TIMES until he retired.

On November 2, 1892, he was married to Sally W. Bryan. They had three sons: Eric Joseph, born October 22, 1894, who was killed in action at Soissons, France, on July 18, 1918, during World War I; Clarence E., born November 1, 1895, and Cecil S., born February 9, 1900. On April 15, 1921, Clarence was married to Evelyn McKenney. They have a son, Eric C., born April 23, 1922, who served in the U. S. Navy during World War II.

PERRY G. WALL

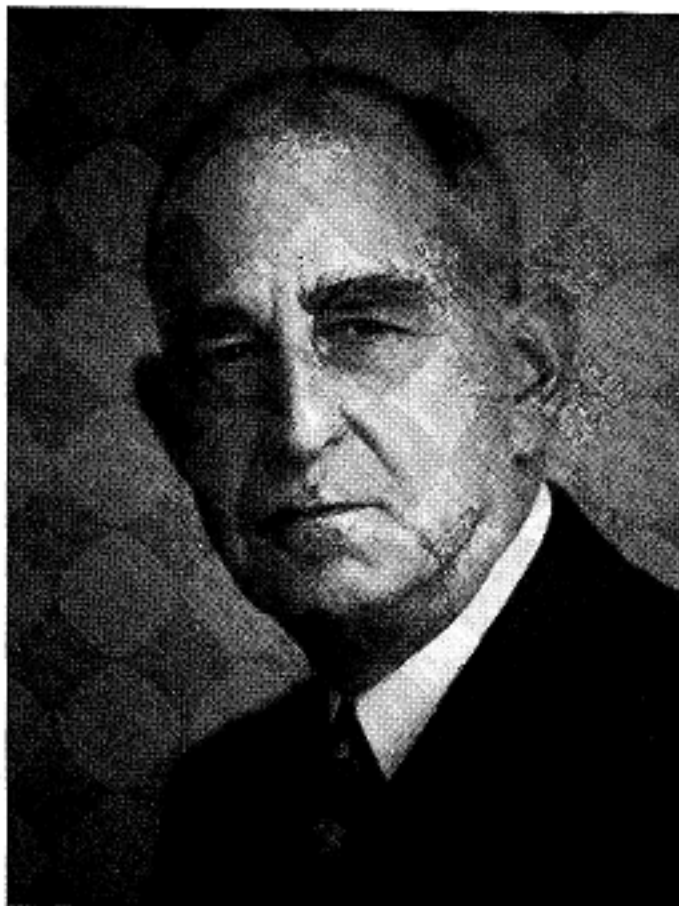
Perry G. Wall, first, progenitor of the Tampa family of that name, was born in Liberty County, Georgia, November 2, 1809. His father died when he was a small child and his mother moved with her family to Hamilton County, Florida.

In 1837 Mr. Wall was appointed deputy marshal by the governor and served until 1840 when he was elected clerk of the circuit court, which position he held until he moved to Hernando County in 1845. Soon after changing his place of residence he was named judge of probate, of Hernando County, and served until the outbreak of the Civil War in 1861. Moving to Tampa in 1871, he was appointed judge of probate of Hillsborough County and served until 1875 when he was appointed postmaster by President Grant.

Mr. Wall was married three times; the first time to Nancy Hunter, on November 18, 1830. She died February 28, 1845. His second wife was Barbara Baisden, to whom he was married December 11, 1845. His third marriage was to Sarah Watlington, on December 4, 1883.

By his first wife, Mr. Wall was the father of three sons and four daughters. The sons were William W., John P. and David H. The daughters were Mary M., Julia A., Sarah L., and Susan C. By his second wife, Mr. Wall had two sons, Joseph Baisden and Charles F., and a daughter who died in childhood. He had no children by his third wife.

Mr. Wall died July 8, 1897.



HARRY CHAPPELL CULBREATH

DR. JOHN P. WALL

John P. Wall was born in Jasper, Fla., September 17, 1836, the son of Perry G. and Nancy (Hunter) Wall. He studied medicine and received an M.D. degree in the late 1850s. Moving to Fernandina, he practiced there until the outbreak of the Civil War when he offered his services to the Confederate government and served in an army hospital in Richmond, Va., until the war ended. He then came to Tampa to practice.

In 1862 Dr. Wall was married to Pressie E. Eubanks, of Hernando County. During the yellow fever epidemic of 1871, Dr. Wall was stricken and his wife nursed him. Just as he was recovering, his wife became ill and on September 6 she died. Thereafter Dr. Wall made an intensive study of the disease and was one of the first to advance the theory that it was spread by mosquitoes. But other physicians scoffed at the idea and nothing was done to eradicate the pests. Dr. Wall did succeed, however, in preventing another serious epidemic by becoming health officer and insisting upon most rigid quarantine regulations. So long as he held the office, the city was free from the dread disease.

Besides being one of the most distinguished physicians of his day, Dr. Wall also was one of Tampa's most outstanding civic leaders. He served two years as mayor and was one of the founders, and the first president, of the Tampa Board of Trade. He also was the first editor of the *SUNLAND TRIBUNE* and after retiring from that post contributed to the editorial columns

for many years thereafter. His fiery writings attracted statewide attention. In 1893 he assisted W. F. Stovall in establishing the present *TAMPA TRIBUNE*.

Following the death of his first wife, who bore him a son, John P., Jr., Dr. Wall married Matilda McKay, who had a son, Charles McKay Wall. She died in December, 1893, and on May 15, 1894, he was married to his third wife, Louise Williams, of Virginia. They had no children.

Dr. Wall died in Gainesville, Fla., April 18, 1895, while addressing the Florida Medical Association, then in session.

WILLIAM W. WALL

William W. Wall, oldest son of Perry G. and Nancy (Hunter) Wall, was born in Hamilton County, Florida, November 29, 1834.

Shortly after the Civil War, Mr. Wall came to Tampa and operated a general store on the northwest corner of Washington and Marion Streets until his death on April 23, 1878.

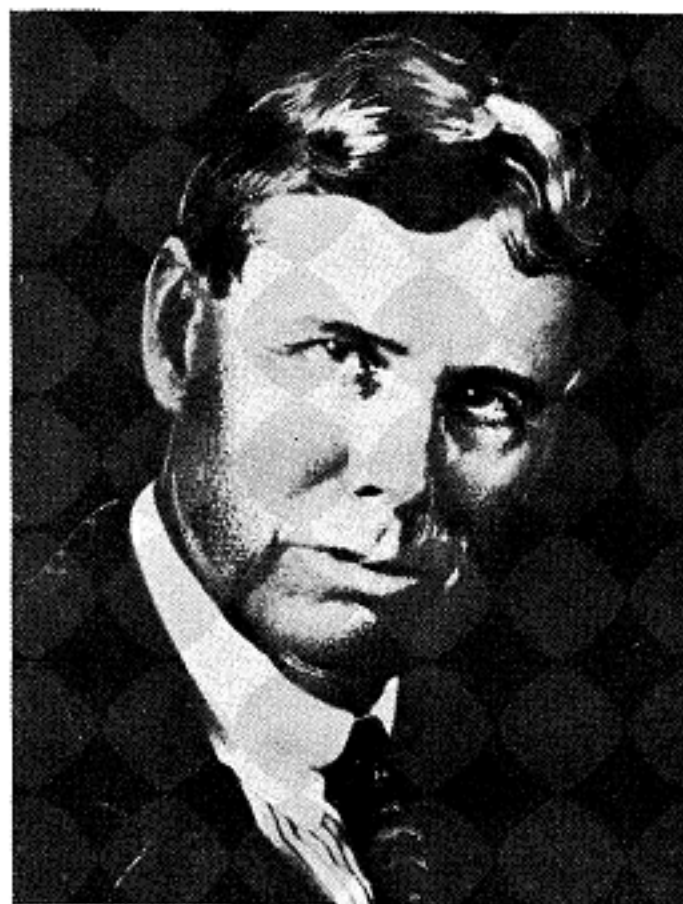
On March 7, 1861, Mr. Wall was married to Minnie May, of Greensboro, Ala. They had six children: Lillie, who married Henry Laurens Knight; Perry G. Wall, II; Daisy, who married Charles L. Knight; James Edgar; Willie, and May, who married Paul Worth Smith. Mrs. Wall died February 16, 1891.

PERRY G. WALL, II

Perry G. Wall, II, was born in Hernando County, Florida, in 1868, the son of William W.



DR. JOHN P. WALL



PERRY G. WALL, II

and Minnie (May) Wall. He attended the East Florida Seminary and Bingham's Military School at Asheville, N. C.

When he was sixteen years old he decided to go into the hardware business with his brother-in-law, Henry Laurens Knight. His father had died six years before and his share of the estate amounted to \$2,000 which was being held for him by his guardian and uncle, Edward A. Clarke. He persuaded his uncle to advance him this amount and he joined Mr. Knight in founding the hardware firm. But because Mr. Wall was not of age, his name could not be used in the firm name, and his guardian's was used instead. The firm, therefore, was first known as Clarke & Knight. In 1887, following the death of Mr. Clarke, the name of Knight & Wall was adopted and used thereafter. The concern was developed into one of the largest mercantile establishments in Florida.

In addition to his business activities, Mr. Wall devoted much of his time to civic and political affairs. He served at various times as chairman of congressional and county Democratic committees and was chairman of the executive committee of the White Municipal Party. In 1890 and in 1894 he was elected to serve on the city council and was a member of the county school board in 1897-98. In 1923 he was elected mayor-commissioner of Tampa for a four-year term, serving until January 1, 1928.

Mr. Wall was married to Mattie Houstoun, of Tallahassee. They had two children, Houstoun and Martha. Mr. Wall died January 25, 1944.

JOSEPH BAISDEN WALL

Joseph Baisden Wall was born January 23, 1847, the son of Perry G. and Barbara (Baisden) Wall. He attended law school at the University of Virginia, started practicing in Brooksville and came to Tampa in 1872. He was a partner at one time of Henry L. Mitchell, who became governor of Florida, and later of Peter O. Knight. He served as state senator, state's attorney, judge of the criminal court of record, and of the circuit court.

On November 28, 1869, he was married to Precious Edgerington, of Brooksville. They had a daughter, Helen W., who was married to Judge Charles B. Parkhill, who afterwards became one of the justices of the state supreme court. The second wife of Joseph B. Wall was Frederica Lykes, of Brooksville. They had no children. He died December 21, 1912.

J. EDGAR WALL

J. Edgar Wall was born in Tampa March 10, 1872, the son of William W. and Minnie (May) Wall. He was educated in Tampa schools, at Bingham's Military Academy in Asheville, N. C., at Emory College in Oxford, Ga., and at the Eastman Business College, Poughkeepsie, N. Y.

After completing his education he returned to Tampa and in 1893 became a member of the firm of Knight & Wall (q.v.). In 1897 he moved to Texas and engaged in farming and cattle-raising but retained his connection with the concern.

He returned to Tampa in 1907 and served as vice-president and assistant manager of the firm until 1919 when he was elected president after the death of H. L. Knight. In 1914 he organized the Machin & Wall Co., of Havana, and served sixteen years as one of its officials. In 1933 he was appointed postmaster and served until 1948.

Mr. Wall served as chairman of the board of trustees of Florida Southern College for over 20 years and has been chairman of the board of the Florida Fair and Gasparilla, and board chairman of Tampa Chapter, N. A. A. He has been a trustee of the First Methodist Church and has been active in Masonic work. Always keenly interested in aviation, he is now president of the Tampa Chapter of the National Aeronautics Authority.

On January 10, 1894, Mr. Wall was married to Florrie Bowman, at Plano, Tex. They had two sons and a daughter: William Jackson Wall (deceased), Minnie Wall, who was married to J. Clarke Evans, and James Edgar Wall, Jr.

ISAAC S. CRAFT

Isaac S. Craft was born in Tampa December 4, 1867, the son of D. Isaac and Emma M. Craft. His father served as sheriff during the 1870s. He attended public schools in Tampa, the East Florida Seminary of Gainesville, and was graduated from the Eastman Business College, at Poughkeepsie, N. Y., in 1888. In 1889 he started working for the Knight & Wall Company and remained with the concern twenty-one years, becoming vice-president.

Mr. Craft reorganized the Florida Auto & Gas Engine Company in 1910 and became general manager of the concern. He was also vice-president and general manager of the Eagle Roofing Co.; president of the Tampa Steam Ways Co., and vice-president of the Lyons Fertilizer Co. He was also a director of the First Savings & Trust Co. and the Isaac S. Levy Wholesale Drug Co. He served two terms on the city council and was a member of the Tampa charter board.

On June 15, 1893, Mr. Craft was married to Lillian Munro. They had two children: Amelia (Mrs. B. F. Bradley), and Robert Munro. Mr. Craft died May 12, 1934.

CAPTAIN JOHN MILLER

John Miller was born in Norway, August 4, 1834. When eleven years old he sailed to Quebec as a cabin boy. After serving four years on an American vessel, learning navigation, he became a sailor on a packet boat between New York and Liverpool. Gradually advancing, he finally became a master mariner and the owner of a brig which during the Civil War was used by the Federal government as a transport.

When the war ended, Captain Miller bought a schooner in New York, loaded it with merchandise and came to the Florida West Coast to engage in trading. In 1867 he entered the mercantile business in Tampa and six years later went into partnership with W. B. Henderson, organizing the firm of Miller & Henderson. For



CAPTAIN JOHN MILLER

twenty years this concern did a large merchantile and banking business and owned many ships. (See Chapter VI.)

In later years Captain Miller operated the Tampa Steam Ways, of which he was the owner. It was the only ship yard in Tampa at that time.

In 1861, Captain Miller was married to Mehitabel Phillips, who died in 1884. They had two children: John H., who married Addie Burts, and Lucy P., who married R. A. Crowell. One of the best known steamers which ever plied West Coast waters was named for the daughter, being called the *Lucy P. Miller*. Captain Miller died in October, 1911.

DONALD BRENHAM MCKAY

Donald Brenham McKay was born in Tampa, July 29, 1868, the son of Capt. John Angus and Mary Jane (McCarty) McKay (q.v.). He went to school in Tampa and when fourteen years old, started working as a printer for the old TAMPA TRIBUNE. With the exception of one year spent as a railroad contractor, building a branch of the South Florida railroad from Bartow to Fort Meade, he continued in newspaper work for more than a half century thereafter.

When the TAMPA TIMES was established in 1893, Mr. McKay became foreman of the mechanical plant. Shortly afterward he moved to the editorial department and became city editor, and later editor. Late in 1898 the paper got into financial difficulties and Mr. McKay borrowed enough money to buy controlling interest. In 1922 he bought all the remaining outstanding stock. Mr. McKay served the paper as editor and

publisher from 1898 to 1933 when it was acquired by David E. Smiley and Ralph Nicholson.

Mr. McKay served the City of Tampa as mayor for fourteen years and as mayor-commissioner for three months. He was elected in 1910 for the first time for a two-year term; was re-elected in 1912 for a four-year term and re-elected again for the same length term in 1916. In 1928 he was elected to serve as mayor-commissioner and continued in office three months until a new city charter became effective, abolishing the city manager form of government, which he had long opposed. In the meantime he had been elected again to serve for a four-year period. Mr. McKay also served three terms as jury commissioner for the county.

In recent years Mr. McKay has spent much of his time compiling historical data about Hillsborough County and Florida and has used much of his material in his "Pioneer Florida" series which has long been a feature of the TAMPA SUNDAY TRIBUNE. He was named county historian late in 1949 by the newly-created Hillsborough County Historical Commission.

Mr. McKay has been awarded the honorary degree of doctor of humanities by Rollins College and was decorated by the late King Alfonso of Spain with the Order of Isabel la Catalico. In 1944 he was awarded the Cervantes Medal by the Hispanic Institute in Florida. Because of his interest in the Seminole Indians, he was made one of their honorary chiefs, and named Chief White Heron.

During World War I, Mr. McKay was appointed by President Wilson to serve as chairman of the President's Advisory Committee for South-



DONALD BRENHAM MCKAY

west Florida to furnish confidential information regarding individuals being considered for responsible positions in various phases of the war effort.

Mr. McKay is a director of the First National Bank. He is a past president of the Tampa Board of Trade, predecessor of the Chamber of Commerce; was one of the founders and is now a trustee of the University of Tampa; is a past exalted ruler of the Elks, is an honorary member of the Rotary Club, and is a member of Bay Lodge, Knights of Pythias, and L'Unione Italiano.

On October 7, 1900, Mr. McKay was married to Aurora P. F. Gutierrez, daughter of Gavino Gutierrez, a pioneer of Tampa's Spanish colony, who took a leading part in the establishment of the cigar industry in Tampa. (See Chapter VII.) Of this union there are seven living children: Mary Helen (Mrs. John K. Martin), Ada Marion, Aurora, Celestina (Mrs. G. E. Burnett), Mary Jane (Mrs. J. L. Ott), John Angus and Robert Angus. Three children are deceased: Donald Brenham, Jr., Margaret Almeria (Mrs. Chas. M. Guyton), and Petronila (Mrs. Fernando Gallardo).

(Author's Note: Due to the fact that Mr. McKay kindly edited the manuscript for this book, I have refrained from mentioning many of his achievements which otherwise would have been included in his biography.—K.H.G.)

JAMES C. MCKAY

James Crichton McKay was born in Tampa February 2, 1868, son of James and Mary E. (Crichton) McKay (q.v.). He received his education in Tampa schools and at Emory College, in Oxford, Ga.

After leaving college, Mr. McKay entered the railway mail service in which he engaged for sixteen years. During that period he came into Tampa on the first train run by the Florida Central & Peninsular Railroad over its newly completed line, on Monday, May 5, 1890.

In 1889, while in the mail service, he became interested in the insurance business and began selling policies for the Penn Mutual Life Insurance Company. He has represented the company ever since and has the distinction of having served under seven of its presidents.

Mr. McKay was so successful as a part-time insurance salesman that he gave up his job with the mail service about 1900 to devote his full attention to the business. He has engaged in it ever since and is now Tampa's oldest insurance man in length of service. Still an agent of the Penn Mutual, he is also state agent of the American Equitable Insurance Company and general agent for the Safeguard Insurance Company and the U. S. Fidelity & Guarantee Company, which he has represented for forty-three years. Banquets held in his honor have been attended by many of the leading insurance men of the nation.

Mr. McKay is a charter member of Egypt Temple Shrine and a member of various other organizations and clubs. He is a steward in the Hyde Park Methodist Church.

On September 18, 1891, Mr. McKay was married



JAMES C. MCKAY

to Lillian MacDonnell, of Fernandina, Fla. They have three children: James A., Allen C., and Richard S.

WILLIAM JAMES FRIERSON

William James Frierson was born in Hernando County, Florida, October 14, 1858, the son of James and Louisa (Law) Frierson. In 1868 the family came to Hillsborough County where the mother died in 1884 and the father in 1896. The Frierson homestead was on the Alafia River, 22 miles east of Tampa.

After engaging in farming, Mr. Frierson came to Tampa in 1885 and established a meat market. His store became one of the leading establishments in the city and he continued to operate it until 1912 when he retired from active business and devoted his time to his orange groves.

Mr. Frierson was married February 14, 1882, to Emma Leslie, who died November 20, 1889, leaving a daughter, Leslie (Mrs. Guy Buell). On August 19, 1891, he was married to Louanna Hayes, and had four children who grew to maturity: Roy James, Grace (Mrs. W. G. Curry), Marguerite (Mrs. Vernon John Garren), and Anna (Mrs. Robert Thomas Bishop).

Mr. Frierson died May 7, 1918.

WILLIAM LESLEY BROWN

William Lesley Brown was born in Tampa, February 17, 1869, the son of William Henry and Mary Camillus Lesley, and a grandson of William T. Brown (q.v.). After attending schools in Tampa and Key West, he entered the cattle business with his uncle, John T. Lesley. In 1892 he

established a livery business in Tampa under the name of W. Lesley Brown & Co., which he continued for twenty-five years.

Mr. Brown took an active part for many years in Tampa's public affairs. He served as councilman from his district in 1896, 1898 and 1900. Under the commission form of government, which he helped to establish, he served as city tax collector from 1921 until July, 1922, when he was appointed city manager, which position he held for the next six years. (See Chapter XII.) Following the city's return to the aldermanic form of government, Mr. Brown retired from politics to devote his time to his realty holdings.

He was twice married, first to Mable C. Upton and secondly to Clara Jane Strickland.

JAMES EDWARD LIPSCOMB

James Edward Lipscomb was born in Leesboro, Ala., July 23, 1850. He came to Tampa in 1869 with his sister, Ida, and started working in William W. Wall's general store. He later became associated in business with Christopher L. Friebele, whose daughter, Marie, he married in 1876.

He was elected mayor in 1873 and was re-elected in 1874 and 1875. He died on April 8, 1882, and was survived by his widow and one son, James Edgar, Jr., who died a young man, unmarried.

JAMES D. CLARKE

James D. Clarke was born at Cornwall-on-the-Hudson, New York, April 22, 1857, the son of Charles Webb and Kate (Eastgate) Clarke. He came to Tampa in 1872 and started working in the general store owned by his uncle, Edward A. Clarke.

In 1881 he purchased the store of James E. Lipscomb and operated it until ill health forced him to seek outdoor work. He then went to Seffner where he engaged in citrus growing until the 1895 freeze. After that he returned to Tampa and again engaged in merchandizing and in making real estate investments.

Mr. Clarke was married to Sarah Matilda McKay, oldest daughter of Capt. James McKay, Jr. They had four children: James D. Jr., Webb, Porter J., and Gladys A. (Mrs. Kenneth White). Mr. Clarke died April 26, 1906.

H. P. LOVERING

H. P. Lovering, mayor of Tampa in 1876-77, came to Tampa in 1872 while on a survey of the cedar resources of South Florida, made for his brother, J. P. Lovering, then manager of the Dixon Pencil Company, of New Jersey.

Impressed with the grade and apparently limitless supply of cedar in the Hillsborough River district, he purchased a small mill on the east bank of the river and greatly enlarged it. During the next six years, thousands of cedar logs were floated down the river, cut in the mill into short, thin boards, packed in large boxes, and shipped north for use in making pencils. The industry, founded during the reconstruction period, proved of great benefit to the community, furnishing employments for scores of loggers and mill hands. However, the mill was destroyed by fire in 1878,

with a \$10,000 loss, and was never rebuilt. Shortly thereafter, the industry was centered at Cedar Keys.

Mr. Lovering also established a general store in Tampa in 1875 with James Williams. He was elected mayor in August, 1876, and served a year. In 1877 he was elected councilman. He left Tampa after the destruction of his mill and did not return.

CHARLES E. HARRISON

Charles E. Harrison was born in Jacksonville, Fla., October 5, 1851, the son of Ephriam L. and Anne (Cooper) Harrison. After attending schools in Jacksonville he studied law and in 1872 came to Tampa. He served as county judge of Hillsborough County for sixteen years and was also a member of the city council.

In addition to his legal practice and judicial duties, Judge Harrison wrote editorials for local papers and was the author of "PIONEER FAMILIES OF TAMPA," published in 1915, in which invaluable data regarding Tampa's early families was preserved. He also spent much time compiling data for a history of Hillsborough County.

On October 15, 1873, he was married to Anna E. Givens. They had four children: Julia N., Charles Edward, John E., and Samuel G. Judge Harrison died May 13, 1920.

CHARLES ANGUS MCKAY

Charles Angus McKay was born in Tampa September 16, 1873, the son of Capt. John Angus and Mary Jane (McCarty) McKay (q.v.). After attending public schools, he worked a short time



CHARLES ANGUS MCKAY

as an apprentice printer and then became a clerk for the South Florida Dry Goods Company, then one of Tampa's leading stores.

In 1893, Mr. McKay went north and for four years worked for the Joliet Dry Goods Company, in Joliet, Ill. Becoming homesick for Florida, he returned to Tampa in 1897 and went with the Maas Brothers department store. He continued with the company in various posts and was vice-president for many years until 1929 when he resigned and became general manager of Bentley-Gray Dry Goods Company. He continued as an officer of the Maas Realty Co. and became its president after the death of Abe and Isaac Maas, his life-long associates.

Mr. McKay was stricken while at the annual Old Timers' Reunion in Plant City October 20, 1949, and died eight days later.

He was widely recognized as one of Tampa's leading citizens, having been active in community affairs for more than a half century. He was one of the organizers and the first president of the Tampa Retail Merchants Association which in 1912 formed the Tampa Carnival Association to develop Tampa as a trading center by staging parades, street dances and Farmers Day.

With J. Edgar Wall, C. R. McFarland, J. A. Griffin and A. L. Allen, Mr. McKay organized the South Florida Fair in 1915. In 1933 the fair was reorganized and named the South Florida Fair and Gasparilla Association. Mr. McKay served as vice-president of the association and was a director of it until his death. He was also a lifelong member of the Gasparilla Krewe and grand marshal of the parade for many years.

He was co-chairman of the Better Business Association of Florida, established in 1935, and retained the post until his death. He was an active civic leader of the Interbay area, and as president of the board of supervisors of Interbay Drainage District had an important part in refinancing district debts at a saving of millions of dollars to property owners.

Mr. McKay was a member of St. Andrews Episcopal Church and senior warden for seventeen years. He was a director of the YMCA for many years; a charter member of Tampa Rotary Club, and a member of the Tampa Chamber of Commerce, Hillsborough Masonic Lodge, Egypt Temple of the Shrine, Tampa Elks Lodge, Tampa Yacht and Country Club, and Palma Ceia Golf Club and was active in the Old Timers Association.

Mr. McKay was survived by his widow, the former Irene May McKeague, whom he married on July 25, 1912, and by three daughters: Mary Irene (Mrs. David A. Falk), Eleanor May (Mrs. Jack Peters), and Charlotte Anne (Mrs. Victor DeBree).

THOMAS D. FISHER

Thomas D. Fisher was born in Tampa June 27, 1874, the son of David Rollins and Martha (Skipper) Fisher. His grandfather came to Tampa in 1860 and worked as a saltmaker for the Confederate Army, extracting salt from the water of Tampa Bay. His father and mother came to Tampa in the early 1870s and his father engaged in the cattle business.

While still a youth, Mr. Fisher went to work for the Ybor Manrara Cigar Company and later worked in every department. In 1901 he went with the Cuesta-Rey Cigar Company. In 1910 he joined George F. Weidman in establishing the Weidman-Fisher Cigar Box Factory which became one of the largest concerns of its kind in the world. He also was active in other businesses, being a director of the Holsinger Furniture Company and the Florida Portland Cement Company. He served six years as a member of the Tampa school board and helped secure the Carnegie Library at West Tampa.

Mr. Fisher served many years on the industrial board of the Board of Trade and was active in other civic affairs. He is an honorary director of the Florida State Fair and Gasparilla Association and is an honorary member of the Kiwanis Club. He is also a member of the Knights of Pythias, Odd Fellows, Elks and Woodmen of the World.

He was married in Levy County, Florida, to Minnie Colson and has five children: Aletha (Mrs. R. A. Schoedler), Melvin (q.v.), Velmer Rey, Olger Ottis, and Thomas D., Jr. Mrs. Schoedler is a graduate of the Florida State College for Women; Velmer and Thomas D., Jr., received LL.B. degrees at Cumberland University, and Olger Ottis a D.D.S. degree at Atlanta Southern Dental College. Velmer is now county solicitor of Hillsborough County.

GEORGE NELSON BENJAMIN

George Nelson Benjamin was born at Kendallville, Ind., October 30, 1854, the son of Dr. Henry R. and Caroline (Whitford) Benjamin. He was educated in public schools and at the University of Michigan, where he studied medicine. He then entered the drug business which he followed in Nebraska and Missouri.

Coming to Tampa in 1875, he purchased land northeast of town from the state and planted orange groves. He later sold tracts to relatives who came from Nebraska; hence, the street which was opened through the property was named Nebraska Avenue. He also planted groves in the West Tampa region.

Mr. Benjamin was one of the developers of the town of West Tampa and helped to bring in a number of cigar factories. A plot of land he gave to the town, called Benjamin Park, was later used as Tampa's first airfield. It is now the site of Fort Homer W. Hesterly. He was one of the founders of the South Florida Fair Association and a charter member of the Board of Trade. He served on the West Tampa city council for a number of years and as pilot commissioner of Tampa.

He was married in Tampa in 1877 to Lettie May Collins. They had five sons: Hal C., Herbert R., George H., Frank H., and Jerry S. Mr. Benjamin died August 7, 1926.

SILAS ARMISTEAD JONES

Silas Armistead Jones, generally known as Colonel Jones, was born in Shelby County, Kentucky, January 31, 1853. He became an attorney but when he came to Tampa in 1876 he entered the contracting business. Three years later he

started a builders' supply firm. Later he became one of Tampa's most active developers and strongest boosters. He was one of the principal organizers of the Board of Trade in 1885. In 1892 he led a movement to buy Tampa's two small newspapers and started the TAMPA TIMES. For many years he fought to get Fort Brooke for the city but his efforts were blocked by Senator Wilkinson Call.

In 1893, Colonel Jones became ill while with a party of engineers who were seeking a railroad route through the Everglades and went to Waynesville, N. C., to recuperate. Later he discovered a deposit of rhodolite, organized the Carolina Abrasive Manufacturing Co., and founded a town called Ruby City.

He died in Waynesville November 9, 1933. He was survived by his widow, by five daughters, Mrs. Harry Eldridge, Sr., Mrs. Frank Smathers, Mrs. Elos Cray, Miss Nanette and Miss S. A. Jones, and by a son, S. A., Jr.

MELVILLE W. CARRUTH

Melville W. Carruth was born in Alachua County, Florida, September 13, 1861, the son of Thomas A. and Mary A. (Herring) Carruth. The family came to Tampa in 1877 and the father, a Methodist preacher, later went into business, was a founder and the first secretary of the Tampa Board of Trade, and also served as postmaster.

Mr. Carruth served under his father for several years as assistant postmaster and later became a conductor on the South Florida railroad. In 1887 he entered the insurance business in which he engaged thereafter. He was president of the American National Bank from 1904 to 1919 and later was a director of the Citizens Bank & Trust Co. and the First Savings & Trust Company. He was also an officer of the Mutual Realty & Investment Co. and the Gulf Fertilizer Co.

Mr. Carruth was a charter member of the Tampa Yacht and Country Club and a director of the Childrens Home. He was a Mason, a Shriner and member of the Methodist Church.

He was twice married, first to Ivy Dent Storts, in October, 1889. They had a son, John Alexander. On December 1, 1897, he was married to Sarah E. Moore. They had three children: Melville W., Jr., Dorothy Fairchild and Tom Moore. Mr. Carruth died May 20, 1937.

WILLIAM H. BECKWITH

William H. Beckwith was born at Greenville, Ga., July 28, 1856, the son of Jeremiah and Adelaide (McLean) Beckwith. Educated in the public schools of Georgia, he came to Tampa in 1878 for his health and for six years was a salesman for the Singer Sewing Machine Company. He then engaged in orange growing at Valrico for several years and in 1886 returned to Tampa to go into the real estate business with S. A. Jones.

The firm, known as Jones & Beckwith, was closely associated with the Chicago and Tampa Investment Company in which much Chicago capital was invested. Later, Mr. Beckwith joined with William B. Henderson in forming the Beckwith & Henderson real estate firm, and later, G. C. Warren was taken into the firm. After the

death of Mr. Henderson, the firm's name was changed to Beckwith-Warren Company.

Mr. Beckwith also was the principal stockholder in the Beckwith-Range Jewelry Company and was heavily interested in the Beman Beckwith Automobile Company. For about fifteen years he also operated a sawmill at Harney. He was a member of Ye Mystic Krewe of Gasparilla, the Tampa Yacht and Country Club, Knights of Pythias and Methodist Episcopal Church.

He was married November 17, 1880, to Lutie Reynolds at Valrico, Fla. They had five children: W. Reynolds, E. Ravenal, Mildred (Mrs. Harold Graybeal), Louis Beman, and Marjory (Mrs. W. E. Hamner). Mr. Beckwith died September 1, 1926, and Mrs. Beckwith on June 1, 1931.

LUDWIG WILHELM BUCHHOLZ

Ludwig Wilhelm Buchholz was born in Christfelde, Germany, March 25, 1855, the son of Martin and Wilhelmine (Foese) Buchholz. He was educated in schools in Germany and was principal and organist in a school at Kunzendorf until he emigrated in 1880, coming to Tampa in search of health. He bought the Carney place at Bloomingdale and engaged in farming and citrus growing.

In 1884 he helped establish a modern school at Bloomingdale and taught there two years when he was appointed county superintendent of schools to succeed Wesley P. Henderson, resigned. He served until 1901 and again from 1909 to 1913. From 1901 to 1905 he was a professor at the Florida State College at Tallahassee and from 1905 to 1909 dean of the college.

After leaving Tampa in 1913, he became professor of education and the Bible at the University of Florida.

Professor Buchholz was widely recognized as one of the foremost educators of the state, and while in Hillsborough County introduced manual training, domestic science and art, school gardening, boys' corn clubs and girls' canning clubs, and school libraries in city and county schools. He was honored by being named as an official of many teacher and education associations in the state and nation.

Dr. Buchholz was married first to Emma Emilie Klein at Marienburg, Germany. Following her death, he was married to Mary Augustine Wallace. He had three children: Margaret by his first marriage, and Albert Wallace and Frederick William by his second marriage.

ALFRED H. PARSLow

Alfred H. Parslow was born in 1853 in the County of Kent, England, and came to Tampa in 1881 in connection with the building of the Jacksonville, Tampa & Key West Railroad, of which he was secretary. (See Chapter VII.) When the railroad sold its rights here to the South Florida Railroad, headed by Henry B. Plant, Mr. Parslow remained in Tampa and engaged in architecture. He was architect for nearly all the principal cigar factories, many of the finest private homes and for the Spanish sanitarium on the boulevard. He was a talented writer and contributed many articles to the local press.

Mr. Parslow was married in 1883 to Josephine Ghira, daughter of Mr. and Mrs. Domonic Ghira, pioneer residents of Tampa. They had five children: Beatrice, Euphemia (Mrs. Theodore Brown), Joseph Ghira, Frederick Dominic, and Paul Ignacius.

HENRY BRADLEY PLANT

Although Henry Bradley Plant never had a home in Tampa he undoubtedly contributed more to the development of the city than any other person.

He was born October 27, 1819, at Branford, Conn., the son of Anderson and Betsey (Bradley) Plant. His father was a descendant of John Plant, an Englishman who settled in Hartford in 1639. His mother was a daughter of Levi Bradley, a musician who taught a singing school. The father died in 1825, a victim of typhus, and Mrs. Plant was married again, to Philemon Hoadley, of Martinsburg, N. Y.

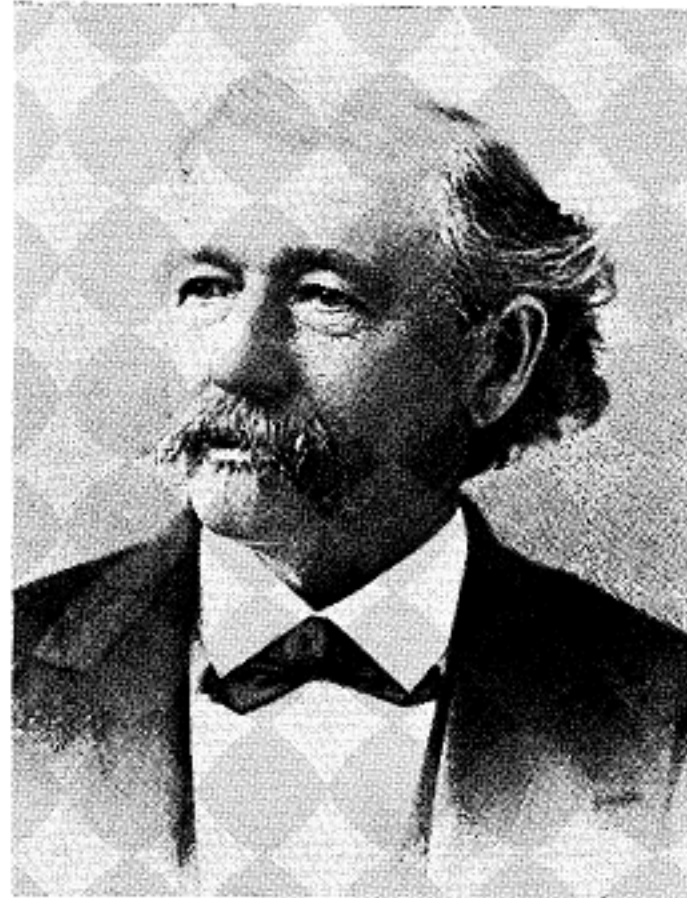
Young Plant did not like going to school and in 1837, when 18 years old, he got a job as a captain's boy on a steamboat line running between New York and New Haven. (See Chapter VII.) In 1842, while still with the steamboat line, Mr. Plant married Ellen Elizabeth Blackstone, daughter of Mr. and Mrs. James Blackstone. They had two sons, one who died in infancy and Morton, who later was associated with his father in business.

Desiring to spend more time at home, Mr. Plant left the steamship line soon after his marriage and joined Beecher & Company, which had conducted the express business on the steamships. In 1847, the Beecher concern was acquired by the Adams Express Company and Mr. Plant joined the latter company, soon becoming one of its officials.

Mrs. Plant suffered from tuberculosis and in the fall of 1852, her physician advised her to go to Florida. Mr. and Mrs. Plant then spent the winter in Jacksonville. During the following winter, when Mr. Plant again had to seek a milder climate because of his wife's health, the Adams Express Company placed him in charge of its business in the southern states and during the next seven years he spent his entire time establishing new express lines all through the South.

Mrs. Plant died on February 28, 1861. A few months later, after the Civil War had begun, the Adams Express Company sold its holdings below the Mason-Dixon line to Plant to prevent them from falling into the hands of the Confederates. He organized the Southern Express Company with offices in Augusta.

During the summer of 1863 Mr. Plant became ill and in August went to Europe to recuperate. He returned to Augusta in April, 1865, after the war had ended. From 1865 to 1879 he developed his express business and also acquired large blocks of stock in railroads in Georgia and Florida which had been hard hit by the war. With associates, he purchased the Atlantic & Gulf Railroad in 1879 and soon afterward organized the Savannah, Florida & Western Railroad and



HENRY BRADLEY PLANT

built a new line from Waycross to Jacksonville. A year later he purchased the Savannah and Charleston Railroad, which had been in the courts for years, and rebuilt the line to provide connections between Jacksonville and Charleston.

An account of Mr. Plant's acquisition of the South Florida and his deals with the Jacksonville, Tampa & Key West which led to the construction of a railroad into Tampa is given in Chapter VII; also, his development of Port Tampa, the establishing of a steamship line to the West Indies, and his construction of the Tampa Bay Hotel. Other phases of his activities in Tampa and vicinity are discussed in Chapter VIII.

Mr. Plant died at his home in New York on June 23, 1899. For an account of the disposition of his properties, including the Tampa Bay Hotel, see Chapter IX.

Mr. Plant was survived by his son Morton and his second wife, Margaret Josephine Loughman, whom he had married in 1873.

T. C. TALIAFERRO

Thomas Carson Taliaferro was born July 19, 1859, at Orange Courthouse, Va. When a young man he went to Jacksonville, engaged in the lumber business and then joined the banking firm of Ambler, Marvin & Stockton, the oldest bank in East Florida.

In the fall of 1883 members of the banking firm founded the Bank of Tampa and Mr. Taliaferro came here to become cashier of the institution, the first bank Tampa ever had. On

May 6, 1886, the bank received a national charter and its name was changed to the First National Bank. Mr. Taliaferro served as president of the bank from 1903 until January, 1927, when he was made chairman of the board. He was directing head of the bank for forty-seven years.

In his younger years, Mr. Taliaferro was active in sports and often umpired baseball games in Tampa. He also served as chief of the volunteer fire department. In later life he devoted his full time to banking and succeeded in making the First National one of the leading banks of Florida.

Mr. Taliaferro was married in Tampa to Stella Morrison, daughter of Mr. and Mrs. W. A. Morrison, whose homestead was known for many years as the Morrison Grove.

Mr. Taliaferro died April 11, 1928. He was survived by his widow and five children: Edmund Pendleton, William M., Thomas C. Jr., Mrs. M. B. Withers, and Mrs. Andres Iglesias. He was also survived by two brothers, the former United States senator James P. Taliaferro, of Jacksonville, and W. R. Taliaferro, of Charlotte, N. C., and a sister, Lucy Taliaferro, of Orange Court-house, Va.

WILLIAM FREDERICK FERMAN

William Frederick Ferman was born in Minneapolis on May 15, 1874, the son of Frederick and Julia (Jones) Ferman. The family came to Florida in the fall of 1883, in search of a more healthful climate, and arrived in Tampa on October 20. The father immediately bought a clothing store owned by F. T. Ewing and went



WILLIAM FREDERICK FERMAN

into business; in 1885, he was a founder of the Tampa Board of Trade in which he was active for many years.

William Frederick Ferman, generally known as Fred, was educated in Tampa schools and in 1895, when 21 years old, opened his first business, the Tampa Cycle & Sporting Goods Company. In 1899, he and Victor James constructed the first gasoline-motored automobile ever seen in Tampa. It was made mostly from bicycle parts. For a while Mr. Ferman considered the idea of manufacturing cars here for general sale but gave up the idea for a sales agency for Oldsmobiles which he opened in 1902. His agency was the first in Tampa.

Mr. Ferman's business expanded steadily thereafter. His firm sold Cadillacs from 1903 to 1921, Dodges from 1914 to 1935, and since then has sold Chevrolets. At the time of his death on September 4, 1949, he was president of the Ferman Motor Car Co., Inc., the Ferman Chevrolet Co., and the Ferman Oldsmobile Co. He was Tampa's oldest automobile dealer and one of the oldest in the country. He had been a member of General Motors' Dealer Steering Committee and was often consulted on dealer policy. He was also a director of the First National Bank.

For many years, Mr. Ferman was an active member of the Greater Tampa Chamber of Commerce, which he helped to organize. He was also a member of the First Methodist Church and the Little White Church which preceded it.

In his youth he was an ardent bicycle racer and later took up golf for recreation, becoming a member of the Palma Ceia Golf Club. During the last years of his life, he greatly enjoyed fishing and boating.

Mr. Ferman was survived by his widow, the former Elizabeth Spencer, daughter of Thomas K. and Elizabeth (Parrish) Spencer, and by two sons, W. F. Ferman, Jr., and James L. Ferman.

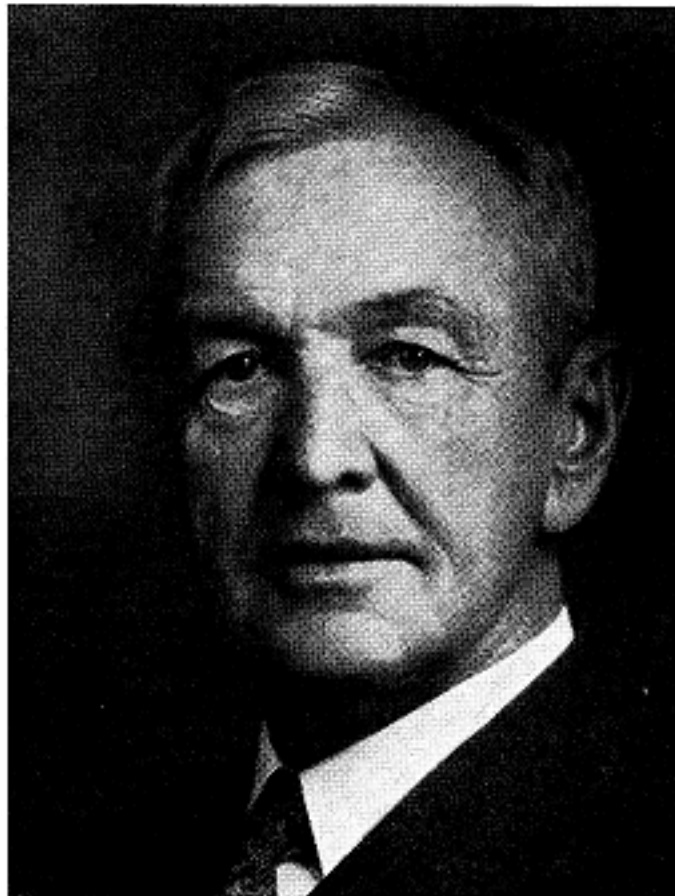
William Frederick, Jr., was born July 21, 1904. He attended Tampa public schools, Staunton Military Academy in Virginia, and later Stetson University. He was married in 1939 to Miss Lottie Hicks, of Jacksonville.

James L. Ferman was born April 14, 1915. He attended Tampa public schools and Emory University. He was married in 1937 to Miss Martha Sale, of Shellman, Ga. They have a son, James L., Jr., born October 19, 1943.

GEORGE C. WARREN

George C. Warren was born in Columbus, Ga., June 27, 1863, the son of James Whitfield and Laura P. (Wimberly) Warren. He was educated in private schools at Kirkwood, Ga., and when 16 years old became a surveyor for the Georgia-Pacific Railroad, now part of the Southern Railroad.

In 1883, Mr. Warren came to Florida and worked for the South Florida Railroad, then being constructed between Kissimmee and Tampa. When the railroad was completed he came to Tampa as the first freight agent for the Plant System. Less than a year later he went with the Bank of Tampa, predecessor of the First National, and worked with T. C. Taliaferro until



GEORGE C. WARREN

the yellow fever epidemic of 1887 when he moved to Atlanta. There he was associated with the Maddox-Rucker Co., commercial bankers and cotton brokers until 1891 when he returned to Tampa and became a member of the firm of Beckwith, Henderson & Warren, real estate, mortgages and loans. In 1924 he became president of the Warren-Simms Company which developed Parkland Estates, New Suburb Beautiful and several other subdivisions. In 1929 his firm purchased Beckwith & Whittaker, Inc., and reorganized as Henderson, Warren & Simms, Inc. This firm merged with the L. H. MacIntyre Co. in 1933 to form the Warren-Henderson Realty Company, with Mr. Warren as president.

With his brother, Alfred C. Warren, and a cousin, T. N. Henderson, he purchased the Tampa Coca-Cola franchise and plant late in 1905 and was part owner until his death on January 7, 1946. He served as president after the death of Mr. Henderson in October, 1944. He was also a director of the First National Bank.

Mr. Warren was active in the Tampa Board of Trade and Chamber of Commerce for many years and was a charter member of Ye Mystic Krewe of Gasparilla. He was a member of the Tampa Yacht and Country Club, Rocky Point Golf Club, First Methodist Church, Hillsborough Lodge No. 25, F.&A.M., Scottish Rite, and Egypt Temple Shrine. He was also a life member of the Elks.

On July 11, 1888, Mr. Warren was married to Cora Lee Henderson, daughter of William B. and Caroline Elizabeth (Spencer) Henderson (q.v.). They had two children: William Henderson and James Whitfield (q.v.).

HERMAN GLOGOWSKI

Herman Glogowski was born in Germany in 1853, emigrated to America in 1867, came to Tampa in 1883 and opened a men's clothing store which he operated for many years thereafter. An ardent town booster, he was elected mayor in 1886, 1888, 1890 and 1892. During his second administration he laid the cornerstone of the Tampa Bay Hotel, on July 26, 1888. He later served as city councilman and was a delegate many times to the Democratic county conventions.

Active in Masonic work for many years, Mr. Glogowski served eight years as worshipful master of Hillsborough Lodge No. 25. He was married to Miss Bertha Brown. They had two sons, Nat and Bernie, and a daughter, Tillie. Mr. Glogowski died December 3, 1909.

JAMES LENFESTEY

James Lenfestey was born in Guernsey, Channel Islands, on December 6, 1844. His forbears were French. In 1863 he emigrated to Quebec where he lived two years, and then went to Chicago and subsequently to Detroit where he remained eleven years and operated a broom factory. Later he operated a broom factory in Atlanta.

Coming to Tampa in 1883, Mr. Lenfestey engaged in the furniture and undertaking business for twelve years and then, in 1895, established the Lenfestey Broom Factory, the first concern of its kind in the state. All kinds of brooms and whisks were manufactured. He remained in active charge of the concern until his death and also managed his extensive real estate holdings.

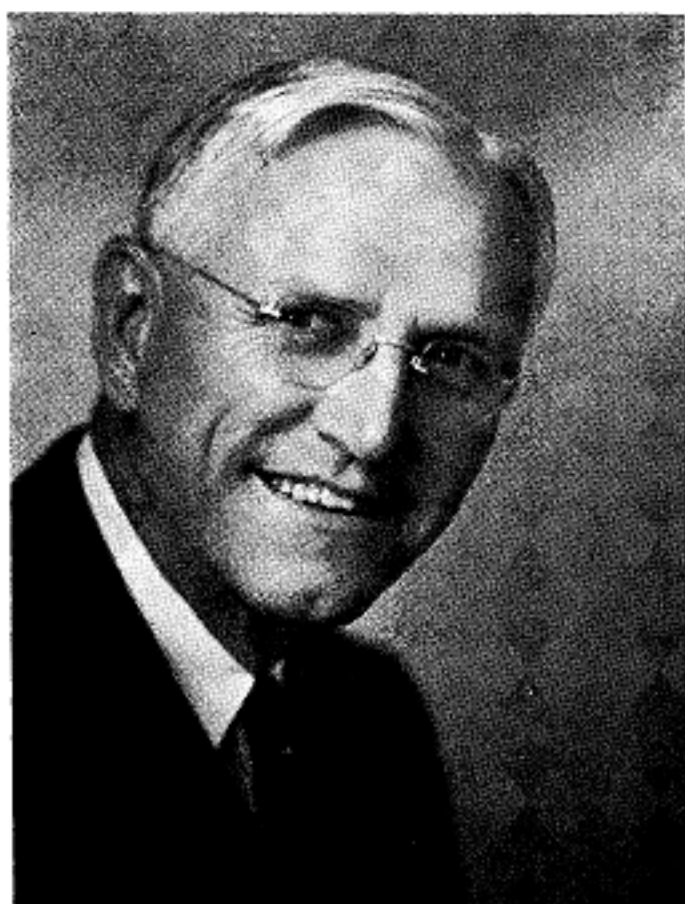
Mr. Lenfestey was an active member of the Tampa Board of Trade, the Manufacturers' Association, and the First Presbyterian Church. He was a Mason and a Knight of Pythias.

He was married in 1870 to Anna S. Thompson, at Detroit. They had four children who lived to maturity: Harold Blondel, George S., Martha and Elizabeth.

GEORGE S. LENFESTEY

George S. Lenfestey was born in Tampa, July 22, 1886, the son of James and Sarah (Thompson) Lenfestey (q.v.). He was educated in Tampa public elementary schools and Hillsborough High School.

On May 1, 1905, Mr. Lenfestey started working as a clerk for Snow & Bryan, wholesale grocers. He remained with that concern eight years and then joined the Miller-Jackson Grain Company, and was made manager of a dairy supply department started by the company. This department was soon developed into a separate business, and on September 29, 1918 the Miller-Lenfestey Supply Company was organized. On June 15, 1933, the business having expanded, operating branches in Jacksonville and Miami, Mr. Miller took over the Jacksonville and Miami business. Mr. Lenfestey organized Lenfestey Supply Company, of which he is president, gradually developing it into its present operation with three departments: dairy and ice cream equipment and supplies; laundry and dry cleaning equipment



GEORGE S. LENFESTEY

and supplies, and janitor supplies. As this business developed, Lenfestey Co. was also organized in 1943 for the purpose of handling equipment and supplies for the canning industry. Mr. Lenfestey is manager-partner of this business. On January 1, 1937 he became president of the Confidential Loan Mortgage Company, which office he still holds.

For many years Mr. Lenfestey has taken a prominent part in community activities. He has served as director of both the Community Chest and Red Cross annual drives, and is now president of the Red Cross, Tampa Chapter. He is a past-president of the Presidents' Round Table, Rotary Club, Florida and Hillsborough County Taxpayers Associations, and United War Chest. He is chairman of the board of trustees of the Y.W.C.A. and Salvation Army, and a member of the Board of Control of the Hillsborough County Home and Hospital. He is an elder in the Hyde Park Presbyterian Church. During World War II he served as assistant fire chief of the Defense Council. He also served two years on the election board.

On August 22, 1911, Mr. Lenfestey was married to Lena Putnam, in Middle Stewiacke, Nova Scotia. They had three children: Jessie (Mrs. Sam P. Hall, Jr.), G. Sydney Lenfestey and William Frederick Thompson Lenfestey.

HENRY CLAY GIDDENS

Henry Clay Giddens was born in Berrien County, Georgia, November 2, 1863, was educated in the public schools and later attended the Eastman Business College of Poughkeepsie, N. Y. He came to Tampa in 1883 and was employed by

C. L. Friebele and later by E. A. Clarke. In 1889 he established the firm of Henry Giddens & Company with Wm. B. Henderson as partner.

The company became one of the largest retail clothing firms in the state and was located on the northwest corner of Franklin and Lafayette in the Giddens Building.

Mr. Giddens was one of the first members of the Library Board, served on the city council for four years, on the board of public works for four years, and was active in the Board of Trade, YMCA, YWCA and Old Peoples Home. He was an elder of the Presbyterian Church.

Mr. Giddens was married in 1887 to Miss Sallie Graham. They had a son, Henry C., Jr. Mr. Giddens died January 12, 1950.

GORDON KELLER

Gordon Keller was born October 6, 1865, in Bryan County, Georgia, the son of Mr. and Mrs. John A. Keller. Leaving home when he was fifteen, he went to Valdosta where he started working in a clothing store. In 1883 he came to Tampa and with C. L. Jones as a partner, formed the Jones, Keller & Company clothing store.

Later Mr. Keller bought out Mr. Jones' interest in the company and operated the store for many years in the Hendry & Knight Building on the southeast corner of Franklin and Lafayette. For fifteen years he served as the city treasurer.

Mr. Keller was married on February 18, 1897, to Mary Knight, daughter of Mr. and Mrs. T. S. Knight. He died July 10, 1909, and was survived by his widow and two daughters, Susie and Sarah.

Mr. Keller was one of the best liked men in Tampa and was widely known for his many philanthropies. Because of this, the first municipally owned hospital, completed June 1, 1910, was named in his honor, the Gordon Keller Hospital. The present city hospital on Davis Islands bears a tablet in his memory.

HUGH C. MACFARLANE

Hugh C. Macfarlane, founder of West Tampa, was born December 28, 1851, at Grossmylounf, near Glasgow, Scotland, the son of James D. and Ann (Campbell) Macfarlane, both natives of Scotland, who came to America in 1865. They settled first at Fall River, Mass., then moved to Stearns County, Minnesota, where they remained until 1876, and then returned to Massachusetts.

Mr. Macfarlane attended St. Johns College, in Minnesota, and then studied law at Boston University, being graduated in 1876. He started practicing in Bristol County, Massachusetts, and came to Tampa in 1884. In 1887 he was appointed city attorney, serving three years. In 1893 he was appointed state's attorney of the sixth judicial circuit but resigned a year later.

At various times Mr. Macfarlane was associated in law practice with D. F. Hammond, N. B. K. Pettingill, his brother, Matthew B. Macfarlane, Judge Thomas M. Shackelford, and James F. Glen. In 1924 the firm of Macfarlane, Pettingill, Macfarlane and Fowler was formed, consisting of Hugh C. Macfarlane, N. B. K. Pettingill, his son Howard P. Macfarlane, and Cody Fowler.

Mr. Macfarlane had the distinction of founding West Tampa, donating buildings and land to



HUGH C. MACFARLANE

cigar manufacturers as inducements. (See Chapter VIII.) He served a number of years as a member of the board of public works in Tampa, as a member of the board of port commissioners, and as superintendent of public works in West Tampa while it remained a separate municipality. He was a charter member of the Rocky Point Golf Club, a member of national, state and local bar associations, and a member of the Elks and Masons, Shriners and Odd Fellows.

He was married in Tampa to Frances I. Pettingill and had three children: James D., Howard P., and Mary E. (Hoyt). Mr. Macfarlane died January 7, 1935.

HOWARD P. MACFARLANE

Howard Pettingill Macfarlane was born at Tampa May 28, 1888, son of Hugh C. and Frances (Pettingill) Macfarlane (q.v.). He attended local schools, received an A.B. degree at Princeton University in 1911, and his LL.B. degree at Washington & Lee University in 1913. During World War I he served in the U. S. Army as a second lieutenant of infantry.

During his career, Mr. Macfarlane served as city attorney of West Tampa from 1913 to 1925 and has been a member of the following legal firms: Macfarlane & Pettingill, 1918-24; Macfarlane, Pettingill, Macfarlane & Fowler, 1924-34; McKay, Macfarlane, Jackson & Ferguson, 1935-1946, and is now senior member of the firm Macfarlane, Ferguson, Allison and Kelly.

Mr. Macfarlane is a former post commander U. S. Tampa Post No. 5, American Legion; former department commander, Department of Florida,



HOWARD PETTINGILL MACFARLANE

American Legion, 1928; president, Hillsborough County Bar Association, 1923-24; president, Community Chest of Tampa, 1929-31; chairman, Hillsborough County Defense Council, 1939-46; member, Tampa Yacht and Country Club, University Club of Tampa, and Lawyers Club, New York City.

On April 18, 1914, Mr. Macfarlane was married to Carolyn Kenyon, at Jacksonville. They have three children: Hugh C., Jean (Mrs. C. F. Stanley), and Anne (Mrs. Charles F. Clark).

FREDERICK A. SALOMONSON

Frederick A. Salomonson, thrice mayor of Tampa, was born in April, 1861, in Alamo, Holland. In 1882 he came to America as a representative of a Dutch syndicate which had purchased large tracts of Florida land and soon afterward went to work for the F.C.&P. railroad in Jacksonville.

In 1884, he came to Tampa and entered the real estate business with J. H. Fessenden. Later the firm was dissolved and he organized and became president of the Tampa Real Estate & Loan Association.

Mr. Salomonson was elected mayor of Tampa in 1893, 1895 and again in 1904. His health failed soon after the end of his last administration and he retired from business. Going back to Holland, he lived there a while and then spent several years in the Canary Islands. Returning to Tampa, he lived here until he died on December 19, 1911. He was survived by his widow, three daughters, Mrs. Mack R. Winton, Freda and Wilhelmina, and a son, Lodie.

EDUARDO MANRARA

Eduardo Manrara was born in Puerto Principe, Cuba, in 1842. After studying in local schools, he became a clerk in a banking house and later became associated with Vicente Martinez Ybor in the latter's cigar factory, then located in Havana. In 1869 Mr. Ybor moved his plant to Key West and three years later Mr. Manrara became a member of the firm.

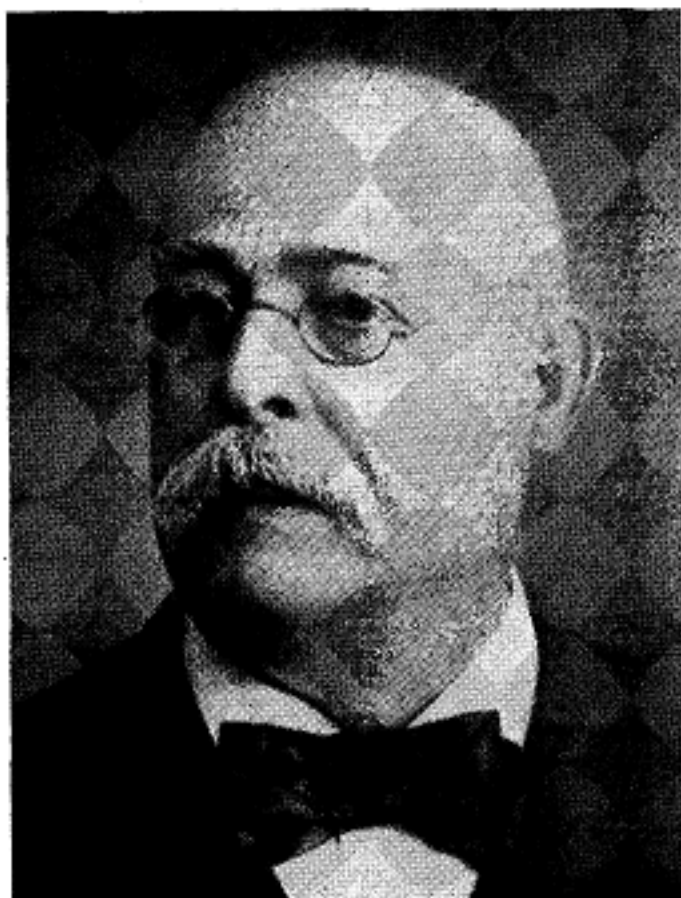
In 1885, Ybor & Manrara moved to Tampa, a factory being built in the section later known as Ybor City. (See Chapters VI and VII.) The concern led in the manufacture of clear Havana cigars until its sale in 1899. Its principal brand was El Principe de Gales.

Mr. Manrara was one of the founders of the Ybor City Land & Improvement Company, the Tampa Street Railway Company, the Tampa Gas Company, and the Exchange National Bank which he served as president for several years. He also had many other business connections in Tampa.

Mr. Manrara had four sons and a daughter: Eduardo, Oscar, Arthur, Armando, and Amalia. Miss Amalia Manrara and Arthur Manrara survive and live in New York. The others are deceased. Mr. Manrara died May 2, 1912.

VICENTE MARTINEZ YBOR

Vicente Martinez Ybor, founder of Ybor City, was born in Valencia, Spain, September 7, 1818. When he was fourteen years old he went to Havana and started working as a clerk in a grocery store. A few years later he began selling cigars for Havana manufacturers and in 1853 started a cigar factory of his own.



VICENTE MARTINEZ YBOR

In 1869, shortly after the outbreak of the Cuban revolution, he moved his plant to Key West and three years later took his son, Edward R. M. Ybor and Edward Manrara into the firm. In 1885 he entered into negotiations with the Tampa Board of Trade which led to the establishment of the cigar business in Tampa. (See Chapter VII.) With his son and Manrara, he formed the Ybor City Land & Improvement Company which developed Ybor City and brought many cigar factories into Tampa. (See Chapter VIII.)

Mr. Ybor was married twice. By his first wife, whom he married in 1848, he had four children: Edward R. M., Candido A. M., Mrs. Eloise Schwab and Mrs. Antonio Riva. His first wife died in 1862 and four years later he was married to Miss Mercedes Ravilla, by whom he had six children who survived him: Mrs. Jennie Castaneda, Mirta, Amalia, Helena, Salvador and Rafael. Mr. Ybor died December 14, 1896.

IGNACIO HAYA

Ignacio Haya, member of the firm of Sanchez & Haya which opened the first cigar factory in Tampa, was born at Escalante, Santander, Spain, December 8, 1842.

After being educated in Spain, Mr. Haya went to Havana, in 1860, and entered the cigar business. Seven years later he moved to New York where he established a cigar company with Serafin Sanchez. The firm was successful but in 1885 the owners decided to move to some locality which had a climate better suited for cigar manufacturing. Mr. Sanchez was the first cigar maker to talk to Tampa civic leaders about coming here. (See Chapter VII.) Their plant went into operation April 13, 1886, as Factory No. One.

During the following years, Mr. Haya played a leading part in the development of Ybor City and was one of the founders of Centro Espanol de Tampa. He was its first president and was re-elected many times.

On February 26, 1874, Mr. Haya was married to Miss Fannie Milledoler, of New York City. They had a son, Pedro. Mr. Haya died May 10, 1906.

DR. LESLIE W. WEEDON

Leslie Washington Weedon was born in Sandersonville, Ga., April 27, 1860, the son of W. H. and Anna Augusta (Renfroe) Weedon. His grandfather, Dr. Frederick Weedon, who was a surgeon in the U. S. Army, attended Osceola, the famous Seminole leader, in his fatal illness at Fort Moultrie, in Charleston Harbor.

Leslie Weedon was graduated from the medical department of the University of New York in 1885, came to Tampa soon afterward and started practicing. He served as city physician during the yellow fever epidemic in Tampa in 1887. Largely because of the rigid quarantine regulations he put into effect, Tampa escaped without having one case of the disease in 1888 when Jacksonville and many other cities were stricken.

Dr. Weedon gained national recognition through his research work on yellow fever and, because of his knowledge of the disease, the federal government sent him to New Orleans in



DR. LESLIE W. WEEDON

1894 during a serious epidemic in that city. He was a member of the Yellow Fever Institute, of the Bureau of Public Health, U. S. Marine Hospital Service.

He served as the first city physician of Tampa, organized the City Health Department, established an Emergency Hospital in 1889, and was one of the five doctors who organized the Hillsborough County Medical Association. He was a member of the Methodist Church.

On February 14, 1889, Dr. Weedon was married to L. Blanche Henderson, daughter of William B. and Caroline Elizabeth (Spencer) Henderson. They had four children: Leslie W., Jr. (deceased); Frederick Renfro, Harry Lee, and Mary Blanche. Dr. Weedon died November 12, 1937.

Dr. and Mrs. Weedon owned a large tract of land on Pinellas Peninsula just south of the present western end of Gandy Bridge. Included in the tract was a large island studded with giant Indian mounds where they planted a large citrus grove. This island is still known as Weedon's Island. Representatives of the Smithsonian Institute made extensive excavations in the Indian mounds there in 1923-24 and unearthed many priceless artifacts which have added to the knowledge of the ancient inhabitants of the Tampa Bay region.

DR. HOWELL T. LYKES

Howell T. Lykes was born in Columbia, S. C., August 25, 1846, the son of Frederick and Margaret Howell (Tyson) Lykes. In 1854, Frederick Lykes migrated to Florida with his family and

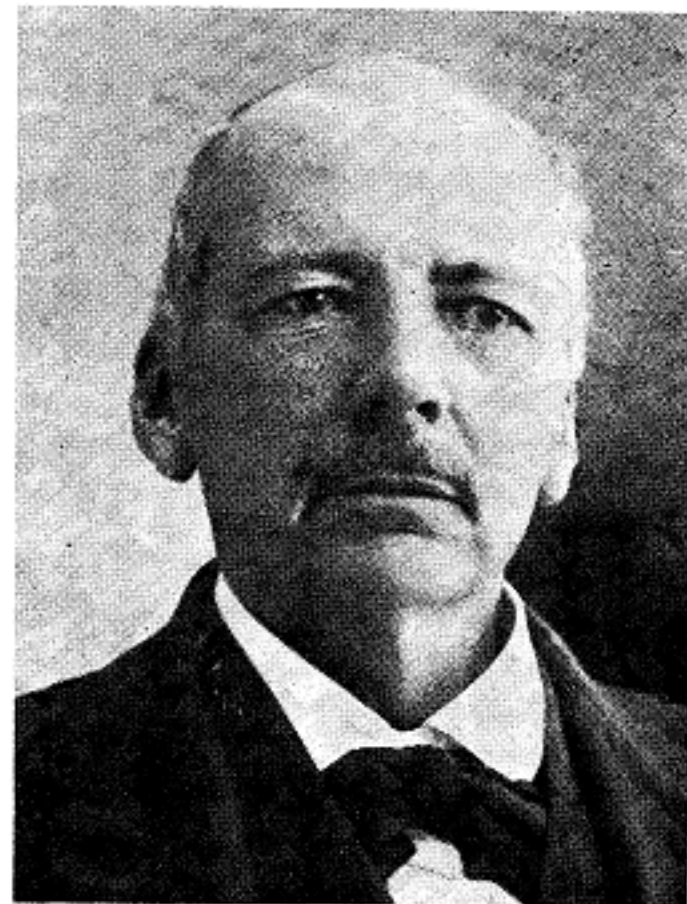
established a pioneer homestead at Spring Hill, four miles west of Brooksville in Hernando County. He taught school in Brooksville for many years, while developing farm lands and one of the early citrus groves in Florida.

Howell T. Lykes grew to young manhood on the farm, combining the formal education of home and private school classrooms with boyhood experiences in a sparsely-settled frontier region. He chose to study medicine, and received an M.D. degree from the Charleston Medical College, Charleston, S. C.

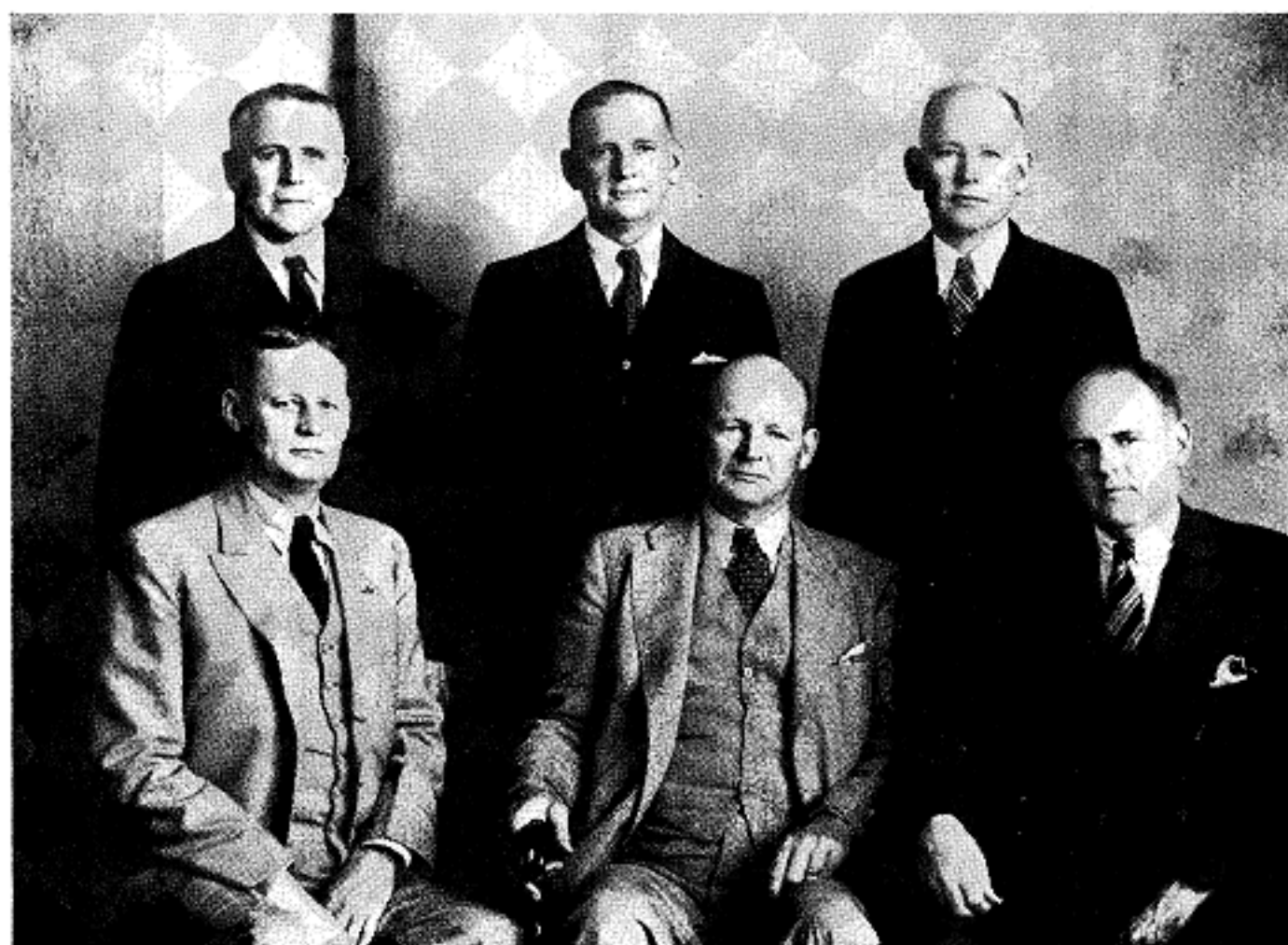
Returning to Spring Hill after graduation, Doctor Lykes practiced for a year or two in Hernando County. Finding the life of a physician with only a few possible patients too inactive for his nature, he devoted his time and talents to business projects, specializing in buying and selling red cedar—then in demand for making pencils—and in cattle raising.

At the age of twenty-eight, Doctor Lykes married Almeria Bell McKay, daughter of a pioneer Tampa family. He continued his expanding business operations from the ancestral home at Spring Hill until the freeze of 1894-95 killed many of the citrus groves of South Florida, when he moved his family to a new home overlooking Hillsborough Bay south of Tampa.

From the early 1880s, Doctor Lykes engaged extensively in the export of cattle to Cuba, at the same time expanding real estate activities in Tampa. In 1886, he constructed the Almeria Hotel on the northeast corner of Franklin and Washington Streets, Tampa's first three-story brick building and the third brick structure



DR. HOWELL T. LYKES



The Lykes Brothers. Back row, left to right: James W. Lykes, John W. Lykes, and Frederick E. Lykes. Front row, left to right: Howell T. Lykes, Thompson M. Lykes, and Joseph T. Lykes.

erected in the growing community. Since modernized, the former Almeria Hotel now houses business offices of the Lykes interests.

Shipping became a necessary adjunct to cattle exporting, and Doctor Lykes had investments in ownership and chartering of vessels, including the schooner *Doctor Lykes*. Following the Cuban revolution in 1868 and the Spanish-American War of '98, demand for cattle to restock depleted ranches provided a good market in Cuba for Florida cattle raisers, and Doctor Lykes was a leader in this trade.

The Lykes name followed in person the extensive cattle shipments in Cuba. Two sons, Frederick E. and Howell T., Jr., after educational and business experience in Havana in 1899, established a business of their own in the Cuban capitol to handle cattle import-export trade in Cuba and Caribbean countries. Out of a modest beginning grew large cattle and shipping interests in which Doctor Lykes' seven sons took part to create the present-day extensive cattle, meat packing, citrus and world-wide steamship operations of Lykes Brothers, Inc., and Lykes Bros. Steamship Co., Inc.

His death on May 14, 1906, prevented Doctor Lykes from seeing the fruition of a wish that his sons might combine their talents in business enterprises.

From the turn of the century, Doctor Lykes was active in civic and fraternal affairs of Tampa and South Florida, including Hillsborough

Lodge, F. & A. M. He was elected and served one term in the Florida State Senate.

To Dr. Howell T. Lykes and Almeria Bell (McKay) Lykes were born eight children: Tillie (Mrs. D. C. Gillett), Frederick E., Howell T., Jr., James M., Lipscomb G., Thomas M., John W., and Joseph T. Mrs. Lykes died in October, 1926, and with her husband rests in the family burial plot at Spring Hill. Here giant oaks shelter them and four of their seven sons in their return to the scene of their family beginning.

At the present time, Frederick E. Lykes, of Brooksville, and John W. Lykes and Joseph T. Lykes, both of Tampa, are directing the varied interests of the family.

THE MAAS BROTHERS

Abe and Isaac Maas, founders of Maas Brothers, were born in Dolgesheim, Germany, sons of Joseph and Fanny (Bachrach) Maas. Abe was born May 29, 1855, and Isaac, October 14, 1861.

After attending schools in Germany, the brothers came to America, Abe in 1875 and Isaac two years later. Both engaged in merchandising in Georgia for a number of years. In 1886, Abe came to Tampa and opened a small store called the Dry Goods Palace at Franklin and Twiggs. He was joined in 1886 by Isaac, who had been in business for a year in Ocala, and the firm of Maas Brothers was established.

In 1898 the concern moved its store into the Krause Building at Franklin and Zack where it

remained until it took over the American National Bank Building. The company later expanded its quarters time and again and by 1929 had become the largest department store in Florida south of Jacksonville. In that year, the brothers sold their interests in the store to Hahn Department Stores, now Allied Stores Corporation.

Abe Maas served as treasurer of Hillsborough Lodge No. 25, F.&A.M., for 33 years, was the first exalted ruler of the local Elks lodge, was president of Congregation Schaarai Zedek for several years, and was a member of the Kiwanis Club, Egypt Temple Shrine, Knights of Pythias, and Rocky Point Golf Club. He died June 7, 1941, and was survived by his widow, Mrs. Bena Maas, a son, Sol, and a daughter, Mrs. Jules N. Winster.

Isaac Maas was a charter member of the Rotary Club, the South Florida Fair Association, was the vice counsel for Belgium, and was a member of Egypt Temple Shrine and Jesters, Palma Ceia Golf Club, Tampa Yacht and Country Club, and Congregation Schaarai Zedek. He was married on October 9, 1924, to Mrs. Fanny Blouenstein, of Washington, who died September 21, 1934. Mr. Maas died March 8, 1935.

EBEN E. CONE

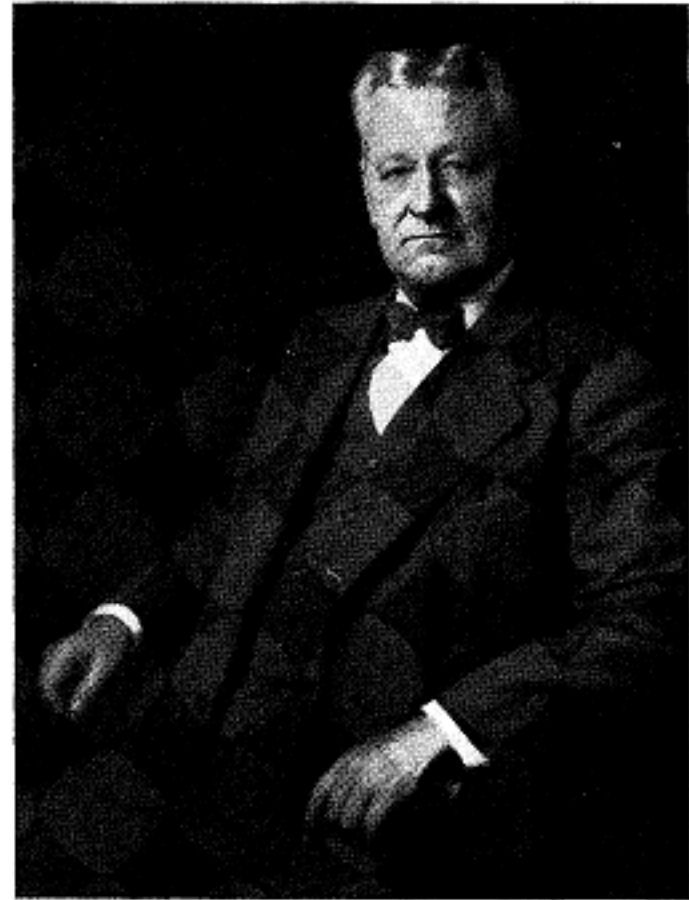
Eben E. Cone was born in Bradford County, Florida, July 10, 1868, son of Louis and Emily (Odom) Cone. His father, a Confederate veteran, died in 1870. In 1886, he moved to Plant City and was engaged in the livery business there until 1893 when he opened a store in Ybor City. Five years later he sold the store and started a livery and sales stables on Madison Street, opposite the courthouse. He also ran a transfer line and was interested in farming. During the latter years of his life he engaged in the undertaking business and was also active in real estate.

Mr. Cone was married in Tampa to Nellie E. Bairstow, of Warren, Pa. They had five children: Clarabelle, Maud Emily, Edward Albert, Alfred Bairstow and Elizabeth Adeliade. Mr. Cone was accidentally killed while hunting on November 26, 1927.

ALONZO CHARLES CLEWIS

Alonzo Charles Clewis was born in Dooley County, Georgia, December 24, 1864, the son of Richard and Jane (Roberts) Clewis. His father was a North Carolinian who moved to Georgia with his parents in early manhood, became a planter and Confederate soldier, and died in 1876. His mother was a native of Georgia who died in 1874.

In his youth, Mr. Clewis lived on his father's plantation, operated by an older brother after his father's death, and was educated in the local schools. In 1885, he entered the mercantile business at Snow Springs, in Dooley County. Soon afterward he moved to Tallahassee where he was engaged in business until January, 1888, when he sold his interests, came to Tampa and started working for the Hillsboro Loan & Abstract Co. During the summer of 1888, he traveled several months in the North and West.



ALONZO CHARLES CLEWIS

Deciding to learn the abstract business, Mr. Clewis went to Pensacola in May, 1889, and worked for the Escambia County Abstract Co. until September, 1890, when he returned to Tampa and established the A. C. Clewis Fire Insurance Agency. In February, 1891, he purchased the Hillsboro Loan & Abstract Co. and the Tampa Abstract Co. He consolidated the abstract business of the two companies in a new corporation, the Tampa Abstract Co., and later the Tampa Abstract and Title Insurance Co., of which he was president for over thirty years. In 1891 he also organized the Tampa Building & Loan Association, taking over the loan business of the former Hillsboro Loan & Abstract Co. He was treasurer-secretary, and later president of the Tampa Building & Loan Association until 1914 when it was incorporated as the First Savings & Trust Company of Tampa (q.v.). He was president until his death on February 15, 1944.

Mr. Clewis became a stockholder in the Exchange National Bank in 1896 and served as its president and active head from 1903 until 1922 when he became chairman of the board. He was also active in the organization of the Bank of West Tampa, Bank of Clearwater, and Bank of Dunedin and served on their boards of directors for many years. He was instrumental in organizing the Bank of Clewiston but was never active in that institution.

In 1915, Mr. Clewis became aware of the great possibilities of the Everglades and purchased a large tract of land on the west and south sides of Lake Okeechobee. After World War I, he employed Captain John O'Brien, of Philadelphia, to develop this area, and later his wife, Marian Newhall Horwitz O'Brien, who was elected as the

first mayor of Moore Haven, the first woman mayor in the United States. Mr. Clewis later built a railroad from Moore Haven to Clewiston, known as the MH&C, which he sold to the Atlantic Coast Line System. When it was learned that the soil was suited for sugar cane growing, as well as vegetables, the Celotex Corporation, in conjunction with Captain and Mrs. O'Brien and Mr. Clewis, began the development of what is now known as Clewiston, named after Mr. Clewis.

Mr. Clewis was a member of the Episcopal Church, Tampa Yacht and Country Club, a Royal Arch Mason, and an Odd Fellow, a Knight of Pythias, and various other social and civic organizations.

On December 18, 1889, Mr. Clewis was married in Tallahassee to Amelia Munro, daughter of Robert Munro, a native of Scotland. They had two children: Mary Trice (Mrs. George B. Howell), and Alonzo Charles Clewis, Jr. Both live in Tampa.

MELVILLE G. GIBBONS

Melville G. Gibbons was born in Abbingdon, Va., October 12, 1862, son of Mr. and Mrs. H. C. Gibbons. Coming to Florida when a young man, he studied law in the office of E. R. Gunby, in Orlando, and was admitted to the Florida bar in 1886. Shortly afterward he formed a partnership with Mr. Gunby, then recognized as one of the foremost attorneys in Florida.

Mr. Gibbons came to Tampa in 1889 when Mr. Gunby was appointed collector of customs. They continued to be partners until 1910. Mr. Gibbons then practiced alone until 1918 when he formed a partnership with his oldest son, Gunby Gibbons.



M. GUNBY GIBBONS

In 1927, his son, Gordon L., was admitted to the firm and in 1932, his son, Arthur S.

On January 17, 1894, Mr. Gibbons was married to Miss Mary E. Blain. They had six children: Melville Gunby, Ashby T., Edith B. (Mrs. W. O. Kinnebrew), Gordon L., Arthur S., and Mildred. Mr. Gibbons died March 5, 1939.

M. GUNBY GIBBONS

M. Gunby Gibbons was born in Tampa April 11, 1896, the son of Melville G. and Mary E. (Blain) Gibbons. He was educated in Tampa schools, at Springhill College, of Mobile, Ala., and at the University of Florida. In January, 1918, while in his last year at the university, he enlisted in the U. S. Navy but received his LL.B. degree while in the service.

After the war ended, Mr. Gibbons entered the law firm of his father under the firm name of Gibbons & Gibbons. Associated with him in the firm now are his brother, Arthur S., and his two sons, Sam M. and Myron G.

Mr. Gibbons is a member of the Tampa and Florida State bar associations; Alpha Tau Omega, social fraternity; Phi Delta Phi, honorary law fraternity; Phi Kappa Phi, scholastic fraternity; Tampa Yacht and Country Club, the Elks lodge, and St. Andrews Episcopal Church.

On March 30, 1918, Mr. Gibbons was married to Jessie Kirk Cralle, daughter of Samuel and Robena S. Cralle, of Tampa. They have two sons, Sam M. and Myron G.

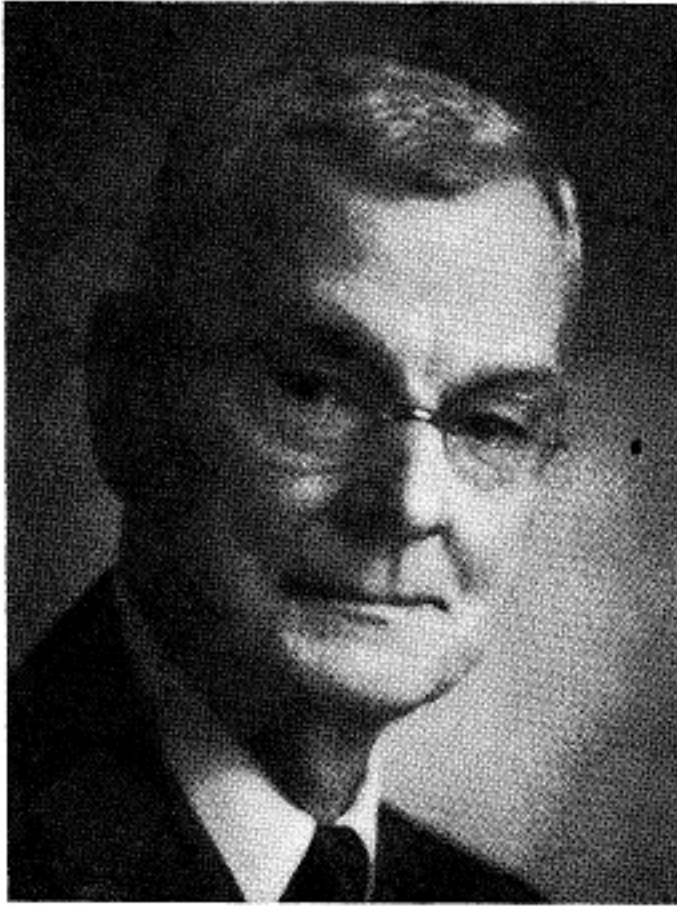
WILLIAM A. ADAMS

William A. Adams was born in Henry County, Georgia, on February 13, 1871, the son of A. L. and Martha (Henderson) Adams. His father was a Confederate veteran, having served in the 30th Georgia Regiment.

Mr. Adams received his early education in the public schools of Georgia and worked several years on his father's farm. In 1889, while the Tampa Bay Hotel was under construction, he came to Tampa and became a bookkeeper for the Tampa Lumber Company. Seven years later he went into the lumber business himself and subsequently became connected with the Tampa Grocery Company. He purchased the business after a few years and operated it along with a retail store.

In 1917, Mr. Adams sold the Tampa Grocery Company and, in association with T. L. Kennedy, established Adams-Kennedy & Company. In 1922 he purchased Mr. Kennedy's interest and became the sole owner. Since then he has been joined by his sons, J. S. and A. L. Adams, and the concern has become one of the most important wholesale houses in South Florida.

Always keenly interested in public affairs, Mr. Adams served seven years during the 1920s on the city commission under the city manager form of government. During this period, Tampa experienced its greatest growth and the commission advocated and secured numerous improvements which had been sought for years but never attained. (See Chapter XI.) Mr. Adams was honored by having Adams Park named after him



WILLIAM A. ADAMS

in recognition of his prominent part in having the city buy the land and lay out the park.

Mr. Adams is the oldest active steward in the First Methodist Church, having served more than fifty years. He has also served the church as district steward, trustee and district trustee. He is a trustee of the Y.M.C.A. and for many years was active in the Board of Trade. He is now a member of the Tampa Chamber of Commerce and is vice-president of the Tampa Credit Men's Association. He is a former member of the Rocky Point Golf Club and Palma Ceia Golf Club.

On November 9, 1893, Mr. Adams was married in Alabama to Miss "T. L." Kennedy. He still lives, in 1950, in the house he built in 1894 on Seventh Avenue. He has three children: Mary, the wife of Judge L. L. Parks; Joseph S. and Alfred Lee. Both sons attended Tampa schools, the University of Florida, at Gainesville, and the Eastman Business College, in Poughkeepsie, N. Y. Joseph served in the Navy during World War I and became an ensign. Lee attended the Army Officers Training School and was commissioned a lieutenant.

Joseph S. Adams was married to Miss Katherine Hawkins, who died in 1930. He has three daughters: Katherine, wife of Major Burr Randall, Jr.; Elizabeth and Patricia. He is a past potentate of Egypt Temple Shrine. Alfred Lee Adams was married in 1923 to Miss Lillie Wall Honaker, queen of Gasparilla in 1922. They have a son, Alfred Lee, Jr., who in 1950 was a junior in Georgia Tech.

Joseph and Lee Adams are partners with their father in Adams-Kennedy & Company.

FRANCIS L. WING

Francis Lyman Wing was born in New Bedford, Mass., May 9, 1868. He came to Tampa in 1889 and engaged first in the furniture business, then started a laundry and later went into the real estate business. He built and sold many houses and constructed the 50-room Puritan Hotel.

Mr. Wing was active in political affairs for many years. He was a city councilman during the 1890s, served a term as county treasurer, and was twice mayor of Tampa, 1900-02 and 1908-10. During his second administration, the Gordon Keller Hospital was built. He was a member of the First Presbyterian Church, Masonic organizations and the Elks lodge.

He was married in Tampa in 1892 to Annie E. Hale. They had two children: Margaret (Mrs. John G. Foster) and Albert S. Mr. Wing died October 29, 1941.

PETER O. KNIGHT

Peter O. Knight was born in Freeburg, Pa., December 16, 1865, the son of James W. and Sarah Elizabeth (Kantz) Knight. Both his grandfather and great-grandfather served in the Revolutionary War. He attended schools in Snyder County, Pennsylvania, and was graduated with an LL.B. degree from Valparaiso University in 1884.

After graduating he went to Fort Myers, Fla., where his mother was then living, and began practicing law. He was elected mayor of the town, which he helped incorporate, before he was 21. In 1887 he took a leading part in the creation of Lee County, was named first county



PETER O. KNIGHT

attorney, and in 1888 was elected to the State Legislature. While in Tallahassee he became well acquainted with Judge Joseph B. Wall (q.v.). The judge persuaded him to come to Tampa to be his law partner. The firm was established late in 1889. From 1893 to 1899, he served as solicitor of Hillsborough County and for the next three years as state attorney. Thereafter he never held political offices, preferring to devote his time to corporation law.

In 1892, Mr. Knight helped organize the Tampa Suburban Company, predecessor of the Consumers Electric Light & Power Co. which in 1899 was taken over by the Tampa Electric Co., a Stone & Webster affiliate. He served as president of the Tampa Electric (q.v.) from 1924 to 1946. In 1894 he helped organize the Exchange National Bank of Tampa (q.v.) and in 1895, the Tampa Gas Company (q.v.). He served as counsel for the Florida Central & Peninsular Railroad, the Seaboard Air Line Railway, the Tampa Northern Railroad, and Tampa & Gulf Coast Railroad and was active in the transportation development of the Tampa Bay region.

For many years Mr. Knight was general counsel for all the Florida properties under the executive management of Stone & Webster. During World War II he served as vice-president and general manager of the American International Shipbuilding Company, which had charge of operations at Hog Island shipyard.

When the development of Davis Islands faltered in 1926, Mr. Knight persuaded Stone & Webster to back a syndicate which subscribed \$2,500,000 to complete the project. Eight years later he helped the city acquire land on Davis Islands for a municipal airport which was named in his honor. During the same year, 1934, he received the Civitan Award for outstanding service to the community.

Included among the companies he helped to organize or served as officer or counsel were: Tampa Hardware Co., Tampa Phosphate Co., Tribune Publishing Co., Florida Brewing Co., Tampa Shipbuilding & Engineering Co., Ybor City Land & Improvement Co., Sanchez & Haya Realty Co., Tampa Terminal Co., Tampa Union Station Co., Brooksville State Bank, Lee County Bank, Hernando County Bank, First Savings & Trust Co., and Exchange Bank of Winter Haven.

Mr. Knight donated the site and helped raise a \$125,000 building fund for the Old Peoples Home and was president of the Hillsborough County Humane Society for many years. He was a member of all bar associations, was a 33rd degree Mason, and a member of the Elks, Knights of Pythias, Rotary Club, Woodmen of the World, Centro Asturiano, Centro Espanol, Circulo Cubano, Italian Club, Sons of the American Revolution, Military Order of Foreign Wars, Tampa Yacht & Country Club, and Palma Ceia Golf Club.

On August 24, 1886, Mr. Knight was married to Lillie Frierson, of Sumter, S. C., who died in 1941. Mr. Knight died November 26, 1946. He was survived by two sons, Joseph M. and Peter O. Knight, Jr. (q.v.).

FRANK C. BOWYER

Frank C. Bowyer was born in Teay's Valley, Putnam County, West Virginia, November 6, 1869, the son of Napoleon B. and Victoria (Handley) Bowyer. He attended the University of Kentucky and came to Tampa in 1890. After working several years for various business firms, he established a brokerage house and later was South Florida manager of the Southern Bell Telephone and local manager of the Tampa Steamship Company. In June, 1898, he was elected mayor and served a two-year term.

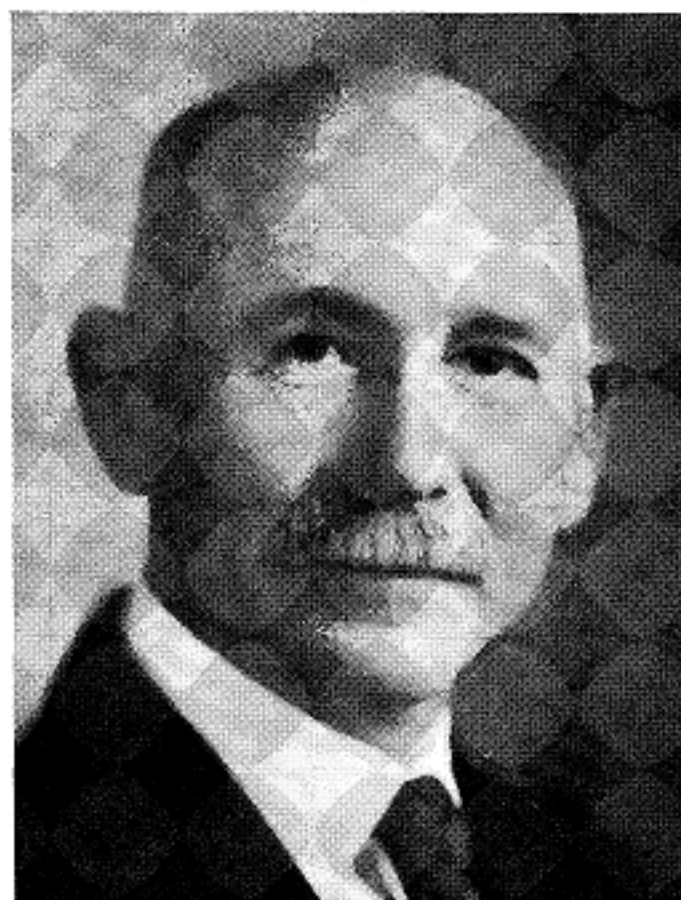
On June 30, 1892, he was married to Lula S. Baldrick. They had three sons: Frank Prague, Russell Baldrick, and Fred Lewis. Mr. Bowyer died October 17, 1925.

T. W. RAMSEY

T. W. Ramsey was born in Thomas County, Georgia, March 24, 1866, the son of Thomas T. and Camelia (McCloud) Ramsey. He attended public schools in Georgia and Valdosta Institute, in Valdosta, Ga.

Mr. Ramsey came to Tampa early in 1890 to work as a carpenter on the Tampa Bay Hotel, then nearing completion. After the hotel was finished he worked at his trade several years and then was employed in the lumber mill of Edenfield & Jetton. In 1900 he purchased stock in the Jetton-Dekle Lumber Company, became one of the directors, and had charge of its yard.

During the financial panic of 1907 the company became insolvent and in 1908 Mr. Ramsey borrowed money from the Citizens Bank & Trust Co. to buy the company's stock of lumber, its



T. W. RAMSEY

business and its good will. A year later he borrowed more to purchase the company's real estate at 17th Street and the ACL railroad, and constructed a new mill and novelty works. Both loans were soon repaid. The T. W. Ramsey Lumber Company, as his concern was called, became one of the largest in southwest Florida. In addition to selling lumber, it maintained a novelty works for the manufacture of windows, doors and interior woodwork. The company is now the oldest of its kind in the Tampa Bay area.

In civic affairs, Mr. Ramsey has long been regarded as one of Tampa's foremost workers and has supported every movement for the advancement of the city. He served as a member of the Tampa city council during the M. E. Gillette administration and in the charter board election of 1927 received the highest number of votes cast for any candidate. He is a 32nd degree Mason and a member of Egypt Temple Shrine and Knights of Pythias.

On April 30, 1902, Mr. Ramsey was married to Nellie Collier, of Marco, Fla., and to her he credits much of his success. They have three children: Thomas Winston Ramsey, who is a contractor; Allan Collier Ramsey, who is associated with his father in the T. W. Ramsey Lumber Co., and Elizabeth, who is the wife of E. B. Lucas. Mr. Lucas is secretary of the lumber company. Allan Ramsey was married to Harriet Bize; they have two children, Harriet Elizabeth Ramsey and Julia Claire Ramsey. Mr. and Mrs. Lucas have two children: Thomas Ramsey Lucas and Nancy Elizabeth Lucas. Thomas Ramsey is married to Helen Pitman, of Thomasville, Ga.

THOMAS N. HENDERSON

Thomas N. Henderson was born in Maysville, Ga., in 1870, the son of Andrew Walter and Pelona (Lipscomb) Henderson. Coming to Tampa in 1891, he soon became engaged in varied activities, opening a lumber mill, a meat market and Tampa's first steam laundry. He founded the Tampa Harness & Wagon Company and directed its operation for nineteen years, making it the largest concern of its kind in South Florida.

In 1906, Mr. Henderson joined with George C. and Alfred C. Warren in buying the Tampa Coca-Cola Bottling Works and was president of the company for many years. He also was a director of the First National Bank and the Knight & Wall Company.

Always deeply interested in civic affairs, Mr. Henderson served a number of terms on the city board of public works, was president of the board of aldermen for four years, was mayor of Tampa for a brief time after the last administration of D. B. McKay, was county commissioner from 1935 to 1943, and was a member of the budget board from 1940 until his death on October 13, 1944. He also was chief of police of Tampa from 1916 to 1920 and sheriff of Hillsborough County for a short time during 1934.

Mr. Henderson was a member of the Board of Trade and Chamber of Commerce for many years, was a steward of the First Methodist Church, and a member of Egypt Temple Shrine



THOMAS N. HENDERSON

and Elks Lodge. He also was a director of the South Florida Fair Association. Because of his magnetic personality, he was an outstanding civic leader and participated in many civic activities. He contributed generously to worthy causes and was one of the early backers of the Boys' Club.

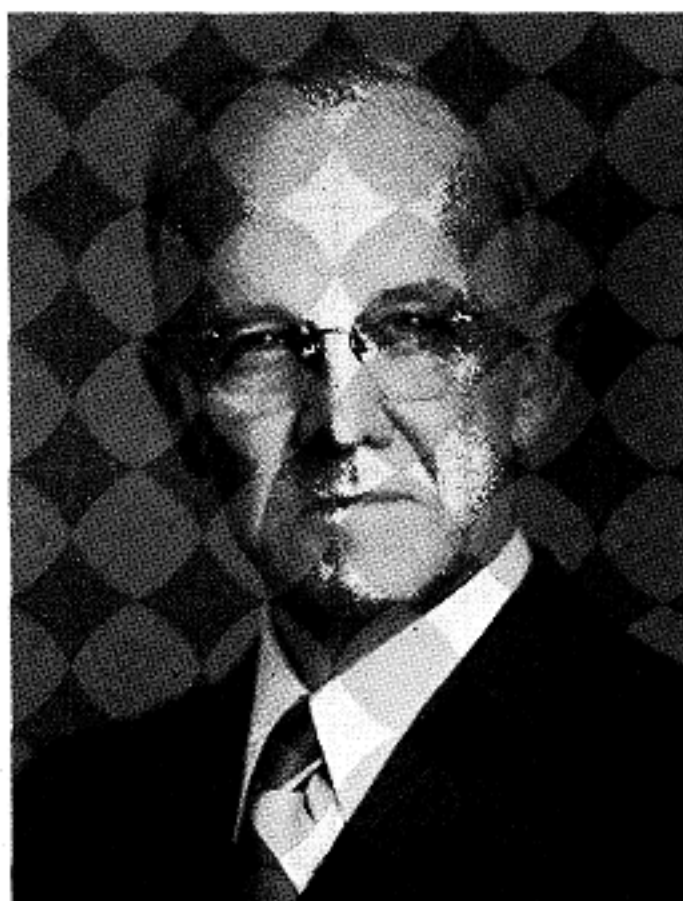
Mr. Henderson was married in 1897 to Miss Nellie M. Hazen, of Prospect, O. He was survived by his widow and three children: Thomas N., Jr., Frank M., and a daughter, Mrs. Fred Dupree.

ROBERT W. EASLEY

Robert W. Easley was born on a plantation at Pontotoc, Miss. He was graduated from the law college at Lebanon, Tenn., and came to Tampa about 1891 and became part owner and business manager of the old TAMPA TRIBUNE. He was half owner and principal developer of East Tampa and was president of the Tampa & Palmetto Beach railway (q.v.). He later organized the Florida Loan & Investment Co. and erected a three-story brick building on Franklin Street. In 1893 he was elected to the city council and in 1894 was elected mayor. He died in Verona, Miss., August 14, 1896, and was survived by his widow, the former Loula Trice.

OTTO PYROMUS STALLINGS

Otto Pyromus Stallings was born in Covington, Ga., October 16, 1871, the son of Simeon Newton and Nancy Amanda (Mabry) Stallings. He attended the public schools of Covington, studied two years at Emory College, and completed a business course in Lexington, Ky.



OTTO PYROMUS STALLINGS

Mr. Stallings came to Tampa for the first time in 1891, worked a short time for the Tampa Commercial Co., and then returned to Georgia. He came to Tampa to live in 1894, and, during the following twelve years, worked for the Henry C. Giddens Clothing Co., Beckwith, Henderson & Warren Real Estate Co., the Weedon Drug Co., the Tampa Board of Public Works, and the Tampa Harness & Wagon Co.

On April 16, 1906, Mr. Stallings went into the insurance business, selling fire and casualty insurance, and surety bonds. Mr. Stallings has been engaged in that business ever since, the firm name now being Otto P. Stallings & Son.

Mr. Stallings is a member of Hillsborough Lodge No. 25, F.&A.M.; Tampa Consistory, York Rite; Scottish Rite; Egypt Temple Shrine; I.O.O.F.; Knights of Pythias; and the Tampa Rotary Club. He has been a steward of the First Methodist Church for more than twenty years.

On October 19, 1898, Mr. Stallings was married to Minnie Henderson Mitchell, daughter of Dr. Charles Lucien and Ellen Martin (Spencer) Mitchell, in Fort Meade, Fla. Mrs. Stallings died August 2, 1928, in Asheville, N. C. She was survived by her husband and three children: Otto Mitchell, Mary Amanda (Mrs. Mark Reed Kitchin), and Charles Norman.

Otto Mitchell Stallings was born August 2, 1899, in Bartow, Fla. He attended the University of Florida and the United States Military Academy at West Point. He entered his father's agency in 1919 and is now a partner. On October 28, 1921, he was married to Rosa Elizabeth Sparkman, at Orlando, Fla. They have four children: Mary Elizabeth, Otto Mitchell, Jr., Charles Bayard and Richard Norman.

Mary Amanda Stallings was born March 17, 1905, in Tampa. She was graduated from Florida State University in June, 1925, receiving a B. S. degree. On November 19, 1928, she was married to Mark Reed Kitchin, in Greenville, S. C. She and her husband, an attorney-at-law, reside in Asheville, N. C.

Charles Norman Stallings, born April 3, 1914, in Tampa, was graduated from the University of Florida in 1935, and received an LL.B. degree from Harvard University in 1938. In 1940 he received his LL.M. from Harvard. During World War II he was a lieutenant colonel in the G-3 section of General Omar Bradley's 12th Army Group Headquarters. He is now a member of the law firm of Shackleford, Farrior, Shannon & Stallings, in Tampa. He was married to Mary Phillips Powell, February 6, 1943, in Muskogee, Okla. They have two children: Charles Norman, Jr., and Jean Katherine.

GAETANO C. (TOM) SPICOLA

Gaetano C. (Tom) Spicola was born at Santo Stefano, Sicily, on March 15, 1871, the son of Carlo and Josephine Spicola. When seventeen years old he emigrated to New York and then worked his way across the country to Chicago and south to New Orleans. One of his jobs in Louisiana was cutting sugar cane at 50 cents a day.

Learning about Tampa from friends, he came here in 1891 and went into the fruit and vegetable business. Soon afterward he established a store near the Fortune Street bridge in what was later known as Roberts City. Shortly after the turn of the century he moved to Ybor City and founded



GAETANO C. (TOM) SPICOLA

the Ybor City Bottling Works, operated in conjunction with the Florida Brewing Company, and began making soft drinks. He sold this business about 1915 and opened the Moon Saloon, at 17th Street and 7th Avenue, which he operated until the advent of prohibition.

On April 15, 1919, Mr. Spicola bought the Vito Cagnina Hardware Store at 1815 7th Avenue, established in 1902, and changed its name to G. C. Spicola & Sons, his sons Carlo G. (Charlie) and Angelo G., being associated with him. The concern prospered and it was incorporated in 1934 as the Spicola Hardware Co., Inc., with Mr. Spicola's two other sons, Joseph G. and Gaetano (Tom), Jr., becoming stockholders. Since then the company has become one of the leading hardware firms of the Tampa area.

During the past forty years Mr. Spicola has been one of the leading civic workers of Ybor City and has played a prominent part in its development. He is a member of L'Unione Italiana, Sons of Italy and the Elks Lodge.

On February 21, 1897, Mr. Spicola was married to Rosina Locicero, his boyhood sweetheart in Sicily. They have five children: Josephine, who died in 1913; Carlo G., born March 3, 1900; Angelo S., born July 7, 1902; Joseph G., born September 26, 1905, and Gaetano C. (Tom), Jr., born June 20, 1909.

Carlo, who is executive vice-president and general manager of the hardware company, was married on December 16, 1923, to Lillian Rizzo. They have six children: Gaetano C. (Tommy), III, Rosie, Josephine, Angelo, Carlo, Jr., and Judy Ann.

Angelo G., who is secretary-treasurer of the hardware company, was married on June 18, 1933, to Angie Garcia, of Tampa. They have two children: Angelo, Jr., and Angela. Both Carlo and Angelo were educated in Tampa schools.

Joseph G. Spicola was graduated with honors from the law college of Stetson University in 1925. He served as assistant county solicitor for ten years and for the past three years has been justice of the peace. He was married on February 9, 1930, to Elma Norona. They have two children: Joseph G., Jr., and Guy Williams.

Gaetano C. (Tom) Spicola, Jr., was graduated from the University of Florida with an LL.B. degree in 1935 and then started practicing law in Tampa. Always interested in sports, he bought the Tampa Smokers professional baseball team in 1946 and has owned it ever since. On May 22, 1938, he was married to Maria Gonzalez, of Tampa, and has two children, Rose Ann and Maria Linda.

FRASIER T. BLOUNT

Frasier T. Blount was born in Gainesville, Fla. November 10, 1882, the son of Frank M. and Elizabeth (Parish) Blount. The family moved to Plant City in 1883 and to Tampa in 1892.

After attending public schools and working in various occupations for several years, Mr. Blount entered the undertaking business in 1908. He has been engaged in it ever since. With A. P. Turner as a partner, he established the firm of Blount & Turner in January, 1913. Four years



FRASIER T. BLOUNT

later he bought his partner's interest and established the firm of F. T. Blount Co. He is now the oldest undertaker in Tampa in point of service and the only one listed by National Selected Morticians.

Mr. Blount was appointed a member of the City Election Board when it was created in 1935 and served three years. He has been a member of the Hillsborough County Executive Committee since 1932. In 1941 he was appointed a commissioner of the Slum Clearing House Board and has since served as vice-chairman and chairman.

He is a past president of the Florida Funeral Directors Association and a 25-year member of the National Selected Morticians. He is a 32nd degree Mason (Egypt Temple Shrine), a past patron of Mystic Chapter of Eastern Star, a steward of the Tampa Heights Methodist Church, and a member of the Tampa Chamber of Commerce, Rotary Club, Knights of Pythias, Odd Fellows, and Jr. O UAM.

On June 8, 1913, Mr. Blount was married to Lela Hays. They have a daughter, Elizabeth Ann, who is the wife of Dr. West Bitzen Magnon.

ERNEST KREHER

Ernest Kreher, pioneer steel ship builder of Tampa, was born in Limbach, Germany, January 10, 1874, the son of Richard and Selma (Ittner) Kreher. His father was a mechanical engineer.

Coming to the United States in 1890, Mr. Kreher worked nearly two years in a machine shop in Philadelphia and then came to Tampa. He got a job in the foundry and machine shop of Krause & Wagner. After working for that concern five

years, he went with the Plant Steamship Company where he remained three years.

In 1900 Mr. Kreher organized the Tampa Foundry & Machine Company with Capt. S. L. Varmedoux of Georgia as president of the concern. The company bought the old plant of Krause & Wagner but acquired new equipment. It specialized in building phosphate mining machinery but also built many dredges. In 1916, Mr. Kreher obtained a contract from the Central Hudson Company, of New York, for building a 2500-ton ice breaker. The ship, named the *Poughkeepsie*, was completed in May, 1917. Shortly before this Kreher had bought out Captain Varmedoux's interest in the company and organized the Tampa Shipbuilding & Engineering Company, of which he became president. For further details regarding Mr. Kreher's shipbuilding activities, see Chapters X and XII.

Mr. Kreher has two children: Ernest, Jr., and Marguerite, wife of Fred F. Sears.

LEROY BOND GILES

Leroy Bond Giles was born in Jefferson County, Florida, on December 4, 1882, the son of Leroy P. and Arizona Elizabeth (Freeman) Giles. The family came to Tampa in the early 1890s and Mr. Giles attended local schools.

When a young man, Mr. Giles started working for Tibbets Confectionery Store and later went with the Gordon Keller Clothing Company. Early in the 1900s he went into the plumbing business with Joe B. Johnson, establishing the firm of Johnson & Giles. In 1907 the firm took the Buick agency and Mr. Giles has been selling Buicks ever

since. In 1942 he bought Mr. Johnson's interest in the business and the name was changed to the Giles Motor Company.

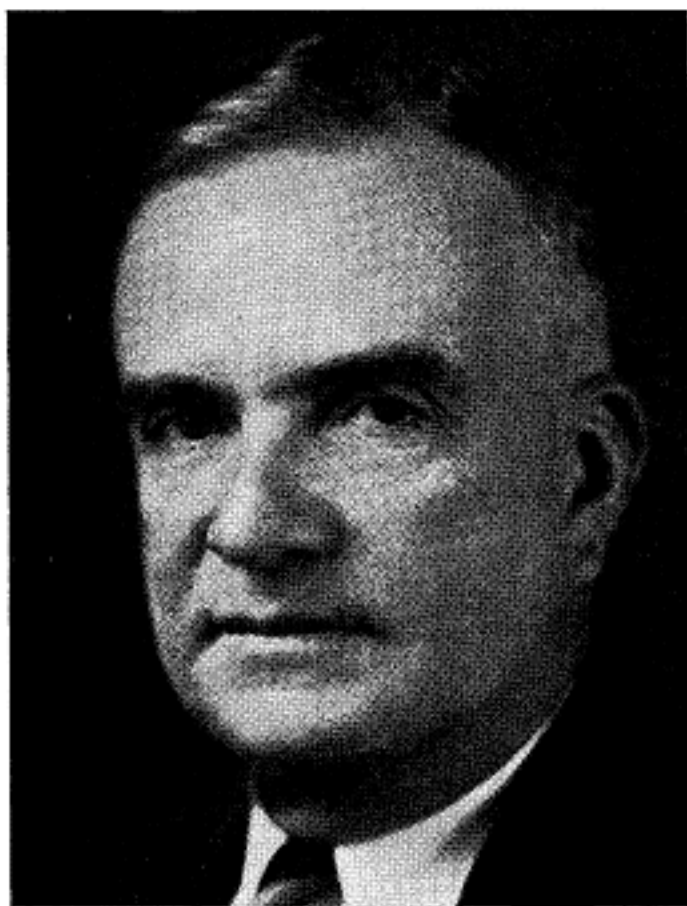
One of the pioneer good roads advocates of the state, Mr. Giles was the first treasurer of the Tampa Automobile and Golf Club, organized in 1906. He is now president of the Tampa Motor Club, an affiliate of the AAA. He has been long active in both the Tampa and Florida automobile dealers associations. He is a director of the Hillsborough County Tuberculosis Association, the Hillsborough County Association for the Blind, and the Tampa Chamber of Commerce. A 32nd degree Mason, he is a member of Egypt Temple Shrine and Royal Orders of Jesters. He is also a member of the Tampa Yacht & County Club, University Club, the National Aeronautical Association, Ye Mystic Krewe of Gasparilla, Exchange Club and the First Methodist Church.

Mr. Giles was married on August 9, 1911, to Myra Givens, of Tampa. They have a son, Leroy Bond Giles, Jr., born July 17, 1917, who is associated with his father in the Giles Motor Company.

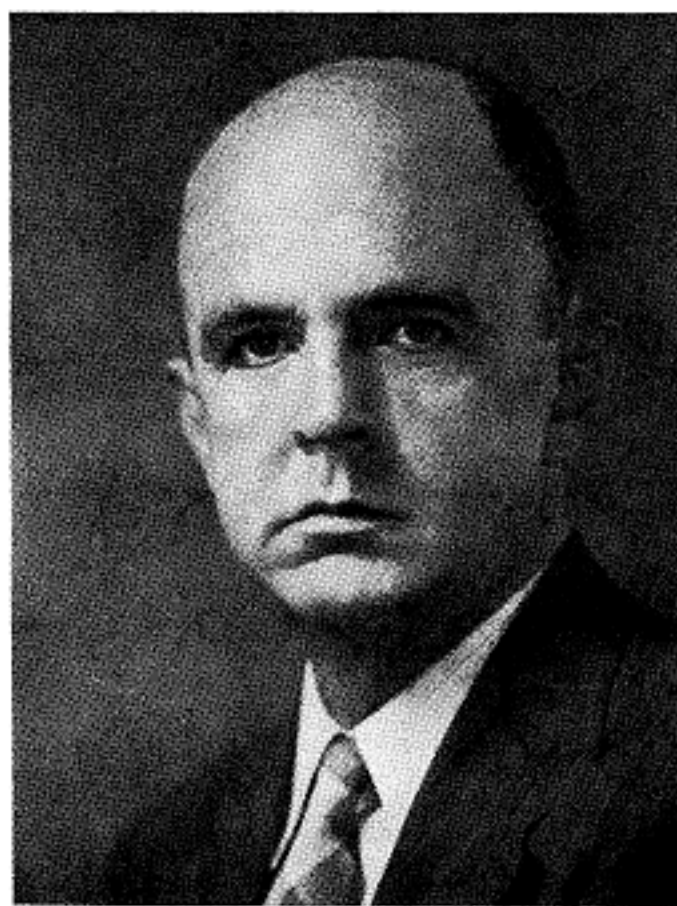
EDMUND P. TALIAFERRO

Edmund Pendleton Taliaferro was born in Tampa, May 30, 1892, the son of Thomas Carson and Stella L. (Morrison) Taliaferro (q.v.). He was educated at the University of Virginia and the University of the South, Sewanee, Tenn.

Mr. Taliaferro entered the employ of the First National Bank in 1914 and has been with the institution ever since except for a period during World War I when he served as ensign in the



LEROY BOND GILES



EDMUND PENDLETON TALIAFERRO

supply corps, U.S.N.R., 1917-19. He has held every position in the bank. He served as president from 1934 until January, 1950, when he was named chairman of the board.

In addition, he is a director of the First National Bank of Bradenton; Gulf Life Insurance Co., Jacksonville; General Portland Cement Co., and National Airlines.

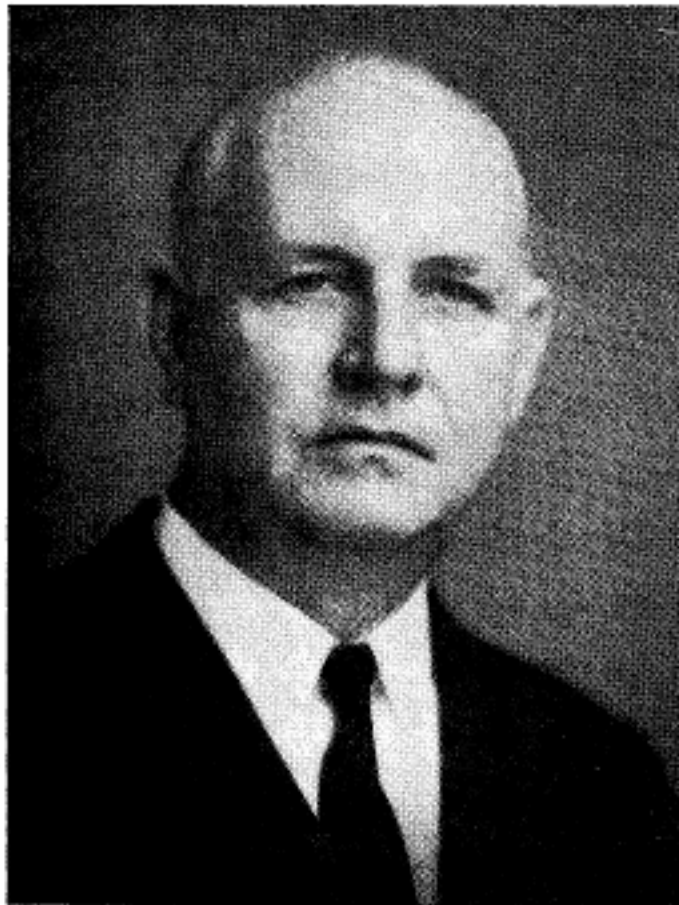
Mr. Taliaferro served as president of the Tampa Chamber of Commerce, 1936-37, and is a member of the Tampa Yacht and Country Club, Palma Ceia Golf Club, Ye Mystic Krewe of Gasparilla, Elks Club, Scottish Rite and York Rite Masons, and Egypt Temple Shrine.

On December 2, 1922, Mr. Taliaferro was married to Sara Hull, at Savannah, Ga. They have two children: Sara Hull and Edmund Pendleton Taliaferro, Jr.

GEORGE V. BOOKER

George V. Booker was born at Ellenton, Fla., on the Manatee River, on March 24, 1888, the son of Samuel J. and Nancy (Vanderipe) Booker. His father was a native of Virginia who came to Florida in the 1880s and his mother was a descendant of the Vanderipe and McCloud families, pioneers of the Manatee River section.

Mr. Booker was educated in the public schools of Tampa, where his family moved in 1892. When fourteen years old, he quit school and started working as a lineman for the Peninsular Telephone Company. Two years later he went to Jacksonville where he became an electrician for the Florida Electric Company. In 1905 he moved to Lake City and started an electrical and plumbing supply house.



GEORGE V. BOOKER

Returning to Tampa in 1907, Mr. Booker went into the lumber business. At that time, however, Tampa still felt the effects of the 1907 money panic and there was little building. Consequently, he gave up the venture and worked for several years in the state and county tax collector's office. In 1913, he became connected with the Citizens Bank & Trust Company and two years later was made assistant cashier of the Bank of Ybor City.

He remained at the bank until September, 1917, when he entered the army and was assigned to the 20th Engineers. His outfit landed in France three months later and he served there a year and a half. Returning to Tampa in June, 1919, he rejoined the Bank of Ybor City where he remained until February, 1920, when he bought the Baker & Holmes Company, a building supply concern, and established the firm of Booker & Company, which he still heads. This company has become one of the largest of its kind in South Florida.

Mr. Booker is also president of the Fort Myers Builders Service, of Fort Myers, and is half owner of the Lewis Lumber Company, of Bradenton, and the 200-suite Yacht Basin Apartments, at Clearwater Beach. He was one of the founders and is now a director of the Sarasota State Bank, in Sarasota. During the administration of Mayor R. E. L. Chancey, he served ten years as city comptroller.

Mr. Booker is a member of the Tampa Yacht and Country Club, the Palma Ceia Golf Club, Ye Mystic Krewe of Gasparilla, the Tampa Chamber of Commerce, and other organizations.

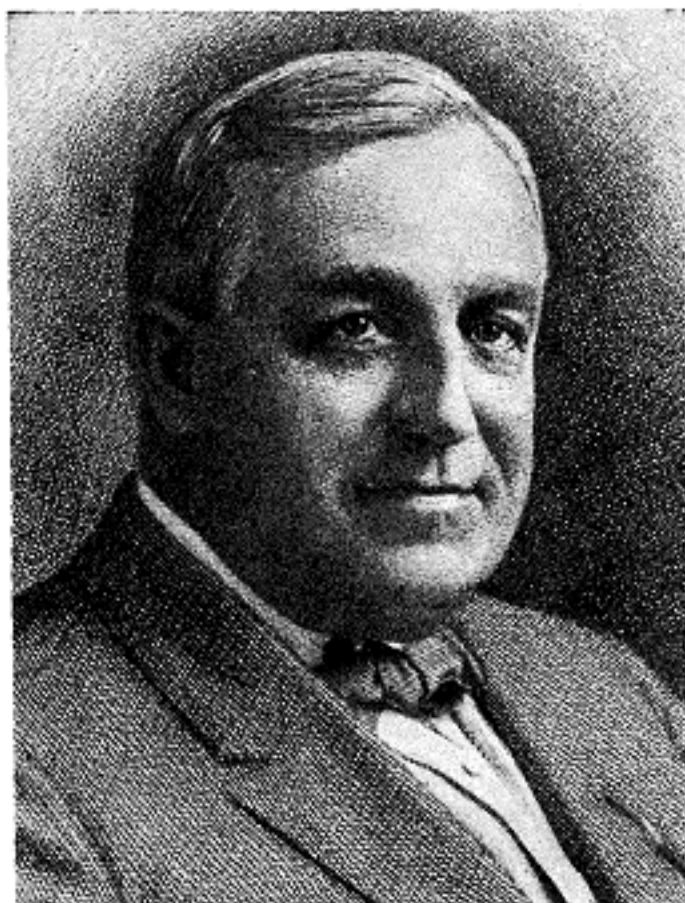
He was married in 1913 to Ruth Trice, daughter of Mr. and Mrs. John Trice. His wife died on November 6, 1926, and on December 12, 1929, he was married again to Mrs. Juanita Garcia Schmidt. Mrs. Booker has a son, Hugo Schmidt, who was graduated from Annapolis in 1940 and is now associated with his step-father in his business and is treasurer of Booker & Dickson, Inc.

WALLACE FISHER STOVALL

Wallace Fisher Stovall, generally known as "Colonel" Stovall because he was so named by three Florida governors and a Kentucky governor, was born in Elizabethtown, Ky., January 4, 1869, son of Jasper and Eliza (Duncan) Stovall. After attending public schools in his home town, he came to Florida in 1886 and learned to be a printer on the Ocala Capitol, a daily newspaper owned by a brother-in-law, Thomas M. Harris.

He first became a newspaper publisher in 1888 when, with his twin brother Thomas L. Stovall, he established the WEEKLY INDEPENDENT at Lake Weir. His brother left Florida a year later and Col. Stovall sold the paper, moved to Ocala and purchased the CAPITOL from his brother-in-law. Later he published the SUMTER COUNTY TIMES, at Sumterville, and the POLK COUNTY NEWS, in Bartow.

Colonel Stovall learned early in 1893 that the TAMPA TRIBUNE and TAMPA JOURNAL had been purchased by a group which founded the TAMPA TIMES. Sensing that there might be an opening for another paper, he came to Tampa and founded the TAMPA TRIBUNE, appropriating the name



WALLACE FISHER STOVALL

of one of the suspended papers. (See Chapter IX.) The TRIBUNE was launched as a daily, with a weekly edition, but the daily was suspended after the failure of the Gulf National Bank and was not resumed until January 1, 1895. Then it became the TAMPA MORNING TRIBUNE, appearing each day of the week except Monday. It attained the status of a seven-day paper December 7, 1908.

Under Colonel Stovall's direction, the TRIBUNE became one of the most outstanding newspapers of the entire South. In June, 1925, during the Florida boom, he sold it for \$1,200,000 to a syndicate headed by M. W. Lloyd, Dr. L. A. Bize and L. B. Skinner. (See Chapter XI.)

A builder as well as a newspaper publisher, Colonel Stovall did more to change Tampa's skyline than any other single individual. Among the buildings which he constructed are the 12-story Wallace S. Building, the 7-story Stovall Office Building, and the 8-story Stovall Professional Building. To erect these buildings, he used the money obtained from the sale of the TRIBUNE and several million in borrowed capital. His implicit faith in Tampa was his financial undoing. Because of the Florida crash and the depression which followed, he was unable to meet expenses and the bondholders finally foreclosed, in 1945. He is now managing the properties for the corporation which acquired them.

During the thirty-two years when Colonel Stovall published the TRIBUNE, Tampa developed from a small, nondescript town to the modern city it is today and Colonel Stovall aided in no small degree in the development. His achievements during that period are countless but he is most proud of the part he played in the establishment of the Florida State Fair, now recognized

as one of the world's greater mid-winter attractions; the construction of Tampa's Union Railway Station, long vitally needed, and the founding of the Old Peoples Home and Hillsborough County Humane Society.

He was one of the charter members of Tampa Lodge No. 708, B.P.O.E., is a member of the Masonic lodge, was an early member of the Tampa Board of Trade, now the Chamber of Commerce, and has been a lifelong Presbyterian.

Colonel Stovall has three children. Wallace Oliver and Minnie Stovall (Mrs. J. H. Mason) are the son and daughter by his first wife, Mamie Howse Stovall, a native of Okahumpka, whom he married in 1889, and Susan (Mrs. Richard A. Mack), is the daughter by his second wife, Faye Stokes Stovall.

DR. FRANK S. ADAMO

Frank S. Adamo was born in Tampa January 20, 1893, the son of Joseph and Mary Adamo. He was educated at the University of Chicago and received an M.D. degree at Rush Medical Institute, in Chicago. He started practicing in Tampa and in 1932 was appointed medical director of Centro Asturiano Hospital. In 1937 he was named county medical director. Joining the Army Medical Corps on January 1, 1941, he was sent to the Philippines and was captured at the battle of Corregidor. Then a lieutenant-colonel, he gained world-wide fame for developing a new treatment for gangrene while administering aid to the wounded of Bataan. On March 17, 1943, while still a prisoner of the Japanese, he was awarded the Legion of Merit. Rescued in February, 1945, he returned to Tampa and on April 27 was given a hero's welcome. In October, 1946, he resumed his former position as county medical director but resigned on January 24, 1947, to return to private practice. Dr. Adamo is married and has two daughters, Mrs. Harry Robertson and Mrs. Roy F. Saxon.

First Avenue, now being extended eastward to provide a new outlet from the city, has been named the Frank Adamo Drive in his honor.

THOMAS M. SHACKLEFORD

Thomas M. Shackelford was born at Fayetteville, Tenn., November 14, 1859, the son of Daniel Park and Alethea (Young) Shackelford. He attended Fayetteville public schools and Burritt College, in Spencer, Tenn., studied at law offices in Tennessee and was admitted to the Tennessee bar in 1882. Coming to Florida soon afterward, Mr. Shackelford practiced ten years at Brooksville and came to Tampa to practice in 1893.

In 1902, he was appointed by Governor Jennings to serve as judge of the supreme court of Florida and served until 1917, when he resigned. During several years of this period he acted as chief justice. In 1910 he received the honorary degree of LL.D. from the University of Florida.

Judge Shackelford was married in 1882 to Nannie Clopton Rhea, who died five years later. Later he was married to Lena A. Wooten. One son, T. M. Shackelford, Jr., was born to the first union, and another son, Robert W. Shackelford, to the second. Judge Shackelford died in 1927.

SUMTER L. LOWRY

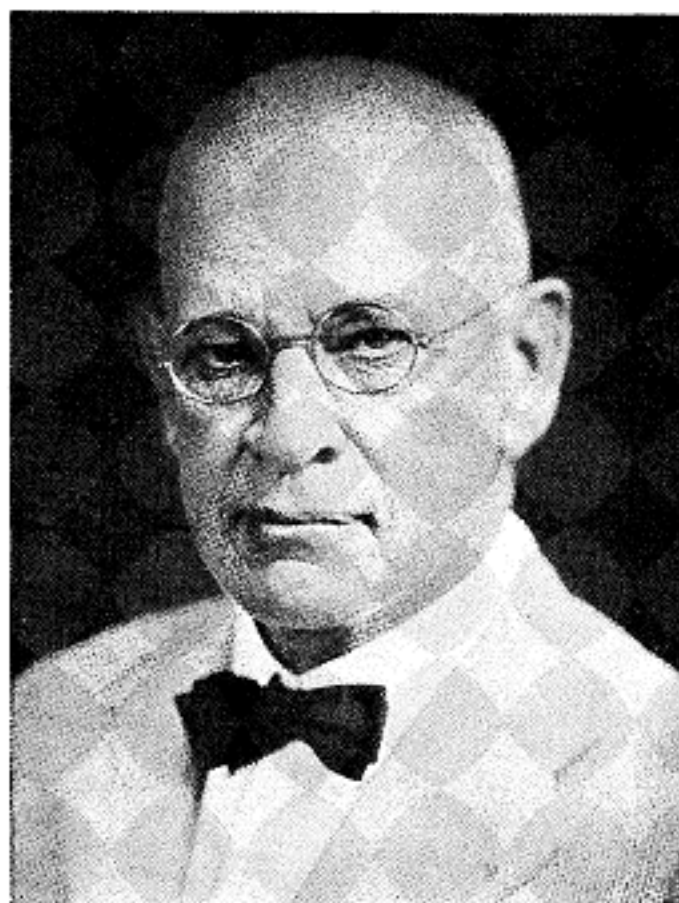
Sumter L. Lowry was born in York, S. C., in 1861, the son of Dr. James M. and Louisa (Avery) Lowry. The Lowry family was established in South Carolina before the Revolutionary War and Dr. James Lowry was a surgeon in the 17th Carolina Regiment in the Civil War.

Sumter Lowry attended South Carolina public schools and King's Mountain Military School, and studied pharmacy at the South Carolina Medical College. He first started in business as a druggist in South Carolina and later owned a drugstore in Palatka, Fla., where he moved in 1888.

Coming to Tampa in 1893, Doctor Lowry entered the insurance business, establishing the agency which is still in existence. He later also became a director of the Gulf Life Insurance Company.

Always actively interested in civic affairs, Doctor Lowry was one of the organizers and the first president of the Commission Government Club of Tampa, and when that form of government was adopted, was elected as one of the commissioners, serving six years. While in office he took a leading part in the purchase of the waterworks by the city, the installation of the waterworks plant, the improvement of the harbor, the building of the Municipal Hospital, the rehabilitation of Tampa Bay Hotel, the building of five bridges, and the building of the beautiful Bayshore Boulevard. In recognition of his service to the city, Lowry Park was named in his honor.

A member of the Episcopal Church, he helped



SUMTER L. LOWRY

to raise funds for the building of St. Andrews and was one of the founders of St. John's church. He was a delegate to the general conference of Episcopal churches in 1928. He was a past grand chancellor of the Knights of Pythias, a president of the Life Underwriters of Florida, a president of the Florida State Fire Underwriters Association, and Commander in Chief of the National Sons of Confederate Veterans.

Doctor Lowry was married in South Carolina to Willie Miller, of Raleigh, N. C., in 1889. Mrs. Lowry died in August, 1946, at the age of 85. During her lifetime she was one of Tampa's most earnest women workers. Included among the organizations and institutions which she initiated and supported were the Women's Club, the Young Women's Christian Association, the Woman's Exchange Club, the Red Cross, the Colonial Dames and the American Legion Auxiliary. She was one of the leaders in the campaign to acquire the Tampa Public Library. Following her death, the Tampa Tribune stated in an editorial that Mrs. Lowry "was the most active and effective woman civic worker Tampa ever knew . . . she supplied most of the energy, organizing ability and brains which figured in the cultural, intellectual and social development of the city."

Five children were born to Dr. and Mrs. Lowry: Willie Louise (Mrs. Vaughan Camp), Sumter L., Dr. Blackburn W., Loper B., and the late Isabella (Mrs. George Scott Lazare).

Doctor Lowry died in May, 1934, at the age of 75.

ANGEL L. CUESTA

Angel LaMadrid Cuesta was born in Asturias, Spain, December 21, 1858. In May, 1873, he went to Havana where he attended school two years and then started working as an apprentice cigar maker. Later he worked at the bench in Key West and New York. In 1884 he opened a small factory in Atlanta.

Coming to Tampa in 1893, Mr. Cuesta established a small plant at Port Tampa. In 1895, he and Peregrino Rey organized Cuesta-Rey & Co. and located their plant in West Tampa. Later, Mr. Cuesta organized companies in Jacksonville and Havana.

Cuesta-Rey & Company became one of the largest factories in Tampa and had the distinction of being the only factory in the United States with royal appointment as "purveyors of Havana cigars to the Royal Court of Spain," granted by King Alfonso XIII in 1915. The king, a personal friend of Mr. Cuesta, decorated him three times in recognition of his work in his native country.

An active Rotarian, Mr. Cuesta helped organize clubs in Havana and in several cities in Spain. He was a director of the Childrens Home, Florida Fair & Gasparilla Association, was active in school work in West Tampa, and was a member of many civic organizations. He was a Mason and an Elk.

Mr. Cuesta was married in 1887 in Atlanta to Marie Binder. They had three children: Angel L., Jr., Karl and Carlotta (Mrs. Arnold S. Kirby). Mr. Cuesta died July 36, 1936.

JOHN TRICE

John Trice, founder of both the Exchange National Bank and the Citizens Bank & Trust Company, was born on a farm in Monroe County, Mississippi, in 1856. He attended country schools and studied two years at the Emory and Hendry College in Virginia.

Leaving college at the age of 20, Mr. Trice worked two years in a general store in Okalona, Miss., and then went into business for himself, starting a small grocery store. His venture was successful and in 1885 he was persuaded to expand his activities and open a bank. The institution prospered.

Mr. Trice was married in 1878 to Miss Mamie Rogers, of Verona, Miss. In 1894, Mrs. Trice's health failed and the family came to Tampa. Unwilling to remain inactive, Mr. Trice joined with J. N. C. Stockton, of Jacksonville, in founding the Exchange National Bank, opened April 16, 1894. But Mr. Trice soon had trouble with other directors and sold his stock in the institution, of which he had been president. He then founded, and became president of, the Citizens bank, opened October 7, 1895. (See Chapter VIII.)

Under Mr. Trice's direction, the Citizens became one of the leading banks of South Florida. He also founded the Bank of Fort Myers and the Bank of Ybor City. In 1912-13, he built the first modern office building skyscraper in Tampa at a cost of \$600,000. (See Chapter X.) He also had a financial interest in the Cuesta-Rey Cigar Company, the Morgan Cigar Company, and the Tampa Steam Ways.

Following the death of his first wife, Mr. Trice was married to Miss Pearl Jones, of North Caro-



JOHN TRICE

lina. He died February 5, 1915, and was survived by his widow and seven children: Mrs. L. A. Bize, Mrs. T. A. Chancellor, Mrs. George Booker, Laura, Lucille (now Mrs. A. R. Knauf), John Jr., and Andrew.

HENRY LEIMAN

Henry Leiman was born in New York City, May 31, 1857, son of Daniel and Sophie Leiman. His ancestors were from Germany.

He was educated in the public schools of New York and in 1870 started working for the box manufacturing concern of William Wicke. In 1894 he was transferred to Tampa to open a branch for the company, took over the plant of the Ybor City Box Company and renamed it the Tampa Box Company. In 1902 he and his son-in-law, Roland A. Wilson, purchased the plant. The concern was incorporated in 1906 and during that year a large new plant was constructed at Second Avenue and 21st Street. During the years which followed, the Tampa Box Company became the largest concern in the world manufacturing cigar boxes, packing cases and tin cans for cigars.

Mr. Leiman was a director of the Citizens Bank & Trust Company, Morris Plan Bank of Tampa, South Florida Fair Association, and the Victory National Life Insurance Co. He was a 32nd degree Mason, a Knight Templar, a Shriner and an Elk, and belonged to many civic organizations.

On March 29, 1880, Mr. Leiman was married to Margaret Becker. He had a daughter, Martha (Mrs. Roland A. Wilson) and a son, William J. He died December 5, 1931.

ERNEST BERGER

Ernest Berger was born in New York City March 4, 1874, the son of Dr. August and Augusta (Fudiker) Berger. His father was a practicing physician in New York, Austin, Tex., and later in Tampa.

Mr. Berger received his early education in Austin and Yorktown, Texas. When he was eighteen years old he came to Florida, worked two years in a drug store in Key West, and then came to Tampa where he became connected with Dr. L. W. Weedon's drug store. Later he went with the Morton Drug Company.

After the Spanish-American War, Mr. Berger went into business for himself as a wholesale druggist and merchandise broker on the northwest corner of Franklin and Jackson and soon afterward started a chain of retail drug stores in Tampa and Ybor City. In 1904 he organized the Tampa Drug Company (wholesale) which he headed until he sold his interest in the concern to W. G. Allen in 1906. He then organized the Tampa-Cuba Cigar Company, a cooperative cigar company for retail druggists throughout the country. Since World War I, Mr. Berger has been most actively engaged as a security dealer and investment adviser but has also served as president of the Pinellas Beach Company since 1929.

Mr. Berger was a member for 18 years of the Florida State Board of Pharmacy and president of the board for 12 years. He is the founder and honorary president of the National Association of Boards of Pharmacy and a former vice-presi-



ERNEST BERGER

dent of the American Pharmaceutical Association; was a delegate to the United States Pharmacopeal Revision Convention, and served as vice-president of the National Wholesale Druggists Association. He was a member of the World's Conference on Narcotic Education and helped secure passage of the Harrison Narcotic Law.

For many years Mr. Berger has taken a leading part in movements to foster better relationships with Latin-American countries. Being a charter member of the Tampa Rotary Club, he helped organize Rotary Clubs in Havana and Barcelona, Spain, and was a delegate to International Rotary in Spain. He is a member of the American Arbitration Association and is the organizer and president of the Pan-American Commission of Tampa. Since December 22, 1948, he has been consul for the Republic of Panama.

Mr. Berger was the organizer and is president of the American Flag Association. He is a charter member of the Tampa Yacht and Country Club and a former vestryman of the Episcopal Church. From 1896 to 1900 he served with Tampa Rifles. He speaks, reads and writes Spanish, German and English.

He has two sons: Lawrence Ernest Berger and Clifton William Berger.

W. H. FRECKER

W. H. Frecker was born in Chatham, New Brunswick, Canada, in 1849. In 1878 he went to Chicago and engaged in the furniture business. He came to Tampa in 1894 and established the Chicago Furniture House.

Elected to city council in 1898, he headed the "Little Four" group which opposed the "Big Six."

He was elected mayor in 1906 and served two years. During that period, Fort Brooke and other territory was annexed to the city. He was defeated by Francis L. Wing in 1908 and by D. B. McKay when he ran in 1910 and 1912. He died April 22, 1914, and was survived by his widow and a son, Charles.

FRED E. FLETCHER

Fred E. Fletcher was born in Acton, Mass., October 1, 1871, son of Charles W. and Angie (Tarbell) Fletcher, both descendants of old New England families. He was educated in the public schools in Acton and Springfield, Mass. In 1881 the family moved from Acton to Springfield. His father entered the grain and flour business.

Accompanied by W. B. Chapin, Mr. Fletcher came to Tampa in 1894 where Mr. Chapin's uncle, C. W. Chapin, was the principal stockholder of the Consumers Electric Light & Street Railway Company.

The Consumers Company at that time was drawing plans for a water power plant to be located on the Hillsboro River. Construction work was started in 1895 and was completed in the fall of 1896. Mr. Fletcher, with other construction duties, was in charge of all the concrete work.

The dam was blown up December 15, 1898, by cattlemen who objected to the overflow of their grazing lands.

Mr. Fletcher has been active in the civic affairs of Tampa. He was also active in the starting of the Tampa Yacht & Country Club, the Gasparilla Carnival, Florida Fair and other activities for the improvement of Tampa.

For a number of years he was an active member of the Masonic Fraternity, having served as master of Hillsboro Lodge No. 25, High Priest of Tampa Chapter, Illustrious Master Tampa Council, Commander of Ivanhoe Commandary, Potentate of Egypt Temple, and 33rd Degree Scottish Right Masons. He is a charter member of the Rotary Club of Tampa.

Mr. Fletcher was married in 1906 to Viola G. Routh. They have two children—Eliot C. and Harriet.

J. A. GRIFFIN

J. Arthur Griffin was born in Fowltown, Ga., May 4, 1874, son of Andrew R. and Louise (Hagood) Griffin. His father saw service in the Civil War, having been a member of Durham's Artillery. In 1876 the family came to Florida, settling in Marion County.

After attending public schools in Marion County, Mr. Griffin taught school for a short time and then started working as a bank messenger and bookkeeper for the First National Bank of Ocala. The bank closed after the Big Freeze of 1895. Mr. Griffin worked for the receiver a few months and then came to Tampa where he started working July 15, 1895, as a ledger bookkeeper for the Exchange National Bank, opened a year before. In 1903 he was made cashier and soon afterward was made executive vice-president. He became president of the in-



J. A. GRIFFIN

stitution in 1922 and has served in that capacity ever since.

Mr. Griffin is also president of the Exchange National Bank of Winter Haven. He is a director of the General Portland Cement Company, director and honorary vice-president of the Peninsular Telephone Company, and for many years has been actively connected with the Elfers Citrus Growers Association, serving as director and president.

He was a founder and is now a trustee of the University of Tampa, helped organize and was president of the Community Chest, has been a director-at-large of the Florida State Chamber of Commerce since its inception, and is a member of the Tampa Chamber of Commerce, Masonic Lodge, Shrine, Elks, Centro Espanol, Centro Esturiano, and Palma Ceia Golf Club.

Mr. Griffin was married November 12, 1902, to Nancy Marshall Johnson, of Frederick, Md., a grandniece of the late Chief Justice John Marshall of the United States Supreme Court. They have five children: George Richard, James A., Albert, Nancy (Mrs. Max Christian), and Jack.

ISHAM WHITFIELD PHILLIPS

Isham Whitfield Phillips was born at Corinth, Miss., October 16, 1852, the son of Levi N. and Mary O. (Lester) Phillips. His father was a member of an old Georgia family and had moved to Mississippi shortly after being graduated from college in Philadelphia, and had established a plantation near Corinth. He died August 13, 1869.

Because of the Civil War, the family was in straightened circumstances and young Phillips

started working for a general store in Corinth when seventeen years old. Two years later he went into business for himself and during the next two decades built up one of the largest general mercantile businesses in Mississippi.

Upon the urging of John Trice (q.v.), Mr. Phillips came to Tampa in April, 1895, and with W. R. Fuller as a partner, established the wholesale grocery firm of Phillips & Fuller. The concern later added a line of feeds and grain and building supplies and, during the Spanish-American War, handled many large contracts for the government. (See Chapter IX.) In 1902, the partnership was dissolved and Mr. Phillips established I. W. Phillips & Co., specializing in all types of building supplies. The firm became one of the largest of its kind in south Florida.

Mr. Phillips was an active member and chairman of the board of stewards of the Hyde Park Methodist Episcopal Church, South.

In November, 1878, Mr. Phillips was married to Miss Fannie Tuggle Johnson, of Iuka, Miss. They had two children: Cornelia, who died at the age of five, and Lyla Marion (Mrs. R. M. Clewis). Mrs. Phillips died in 1886 and on April 30, 1891, Mr. Phillips was married to Miss Carrie Lee Trice, of Verona, Miss. They had four children: Alfred R., Adrienne Trice (Mrs. Walter F. Eller), Eleanor Whitfield (Mrs. Walton N. Hicks), and I. W., Jr.

Mr. Phillips died January 16, 1914.

I. W. PHILLIPS

I. W. Phillips was born in Tampa November 8, 1901, the son of Isham Whitfield and Carrie



I. W. PHILLIPS

Lee (Trice) Phillips (q.v.). He attended public schools in Tampa and Washington, D. C., the Augusta Military Academy, Ft. Defiance, Va., 1915-18, and the University of Florida, 1919-23.

After leaving the university, Mr. Phillips worked a short time for the Clyde Mallory Line, in Tampa, and then started working for I. W. Phillips & Co., on January 1, 1924. He has been associated with the company ever since. He was made vice-president and general manager in 1940 and has been president and general manager since 1944.

Mr. Phillips is a charter member and past director of the Tampa Builders Exchange, an associate director of the Associated General Contractors of America, a director of the Greater Tampa Chamber of Commerce, a former vestryman of St. Andrews Episcopal Church, a past president of St. Andrews Men's Club, a past secretary of the Rotary Club, a former director of the Traffic Club and Propellor Club, Port of Tampa, and a director of the Hillsborough County Tax Association. He is a member of Kappa Alpha fraternity.

On November 14, 1925, Mr. Phillips was married to Elizabeth Copp. They have three sons: I. W., Jr., born December 24, 1926; Carroll Copp, born March 10, 1929, and William Trice, born November 14, 1932.

MYRON E. GILLETT

Myron E. Gillett was born in Appleton, Wis., June 3, 1858. When a young man he came to Florida and was one of the pioneer citrus developers of Marion and Polk counties. In 1880 he established the Buckeye Nurseries, the first large nursery in the state, and was one of the founders of the Florida Fruit and Vegetable Association, the forerunner of the Florida Citrus Exchange, of which he became the first general manager.

Mr. Gillett came to Tampa after the Big Freeze of 1894-95 when his holdings in Marion County were wiped out, and later established the Tampa Building and Investment Co. and the Gillett Lumber Co. He was elected mayor in 1896 and served two years. He died in New York City September 20, 1922.

D. Collins Gillett, son of Myron Gillett, was born June 6, 1884, at Weirsdale, Fla. After graduating from the University of the South, he entered business with his father and later developed Temple Terraces and Temple Terrace. He was president of the Tampa Southern Railroad, Florida Citrus Exchange, Exchange Supply Co., and was active in civic and social affairs. He died December 16, 1933, in New York and was survived by his widow, the former Mrs. Tillie Lykes Turman, whom he had married on January 15, 1925.

OFFIN FALK

Offin Falk, founder of O. Falk's Department Store, was born in Grodno, Russia, on April 23rd, 1873. He came to the United States in 1889, and lived in Key West, Florida, until 1895. In 1895 he moved to Tampa and opened a small store on 7th Avenue, Ybor City. In 1897 he moved to



OFFIN FALK

Franklin Street, and in 1899 he and his brother, Morris Falk, bought out the business of J. T. Burch, located in a small building on the corner of Franklin and Polk streets.

Additional space was taken over from time to time, and in 1923 a three-story building was built at the corner of Tampa and Polk streets, adjoining the old store.

Subsequently, as the business and the city grew, the store that was started in 1895 became one of the largest and best known stores in the state.

Mr. Falk was active in the Kiwanis Club, a member of the Palma Ceia Golf Club, and served as president of the Congregation Schaarai Zedek.

Mr. Falk was very active in civic affairs, and served ten years as a member of the city council. He also served on the personal staff of two governors.

On June 4th, 1895, Mr. Falk married Miss Emma Smith of Key West, Florida. He died March 21st, 1941, and is survived by his widow, and two children, David A. Falk, and Annie E. (Mrs. Frank) Mandel.

DAVID A. FALK

David A. Falk was born in Tampa May 18, 1896, the son of Offin and Emma (Smith) Falk (q.v.). He was graduated from Hillsborough High School in 1912, studied a year at the University of Pennsylvania, and then attended Washington & Lee from which he was graduated with an A.B. degree in 1916 and an LL.B. degree in 1917.

After practicing law a short time, Mr. Falk was commissioned a lieutenant in the U. S. Army and served a year during World War I as personnel officer of the Quartermaster General.



DAVID A. FALK

When the war ended, Mr. Falk started working in O. Falk's Department Store, learning every phase of the business. He has been president of the concern since 1941. He is also president of the Franklin-Polk Corp., Highland Pines Corp., Bahama Homes Corp., Avon Springs Company, and Palmere Corp., and is a director of the First Federal Savings & Loan Co., Lyons Fertilizer Co., and West Coast Fertilizer Co.

Mr. Falk is a trustee of the University of Tampa, a past president of the Exchange Club and Presidents Round Table, a past king of Gasparilla, a director of the Florida Fair and Gasparilla Association and the Tampa Chamber of Commerce, was a member of the State Welfare Board and Tampa Housing Authority, and is a member of Palma Ceia Golf Club, Tampa Yacht and Country Club, University Club, Elks, Masonic Lodge (32nd degree), Scottish Rite, and Egypt Temple Shrine. He served nine years as president of the State Merchants Association and is a past president of the Tampa Merchants Association. In college he was a member of Zeta Beta Tau social fraternity and Delta Sigma Rho honorary debating fraternity.

On November 13, 1946, Mr. Falk was married to Mary Irene McKay, daughter of Charles A. and Irene May (McKeague) McKay.

JOHN A. WELLER

John A. Weller was born in St. Louis, Gratiot County, Mich., February 26, 1860. After attending the New York State Normal in Brockport he entered banking in his home town and became cashier of the First National Bank.

Coming to Tampa because of his wife's health in 1895, Mr. Weller became engaged in account-

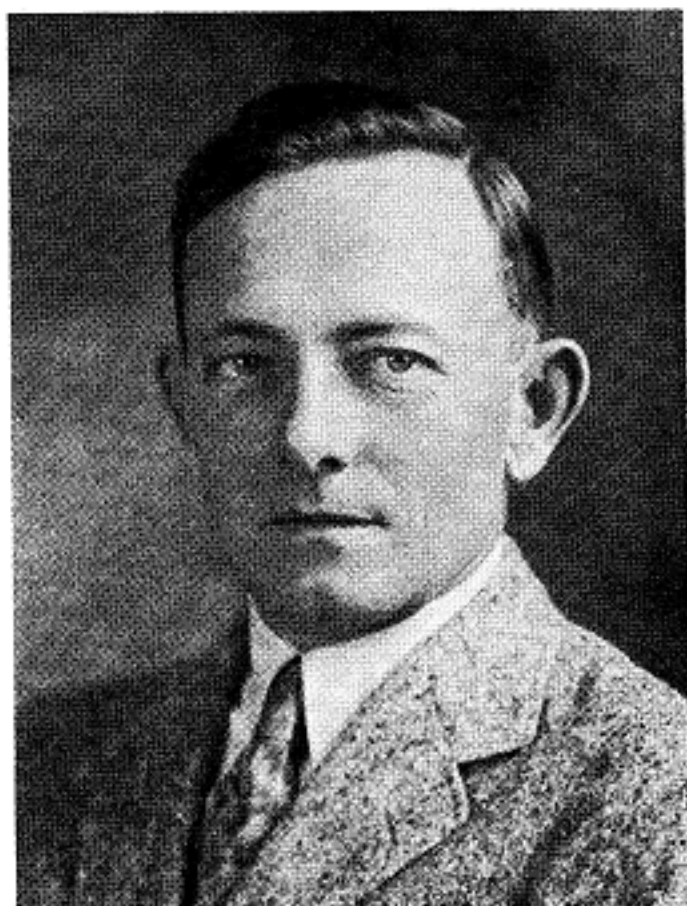
ing work and when F. C. Bowyer took office as mayor in 1898, Mr. Weller was appointed city auditor. At that time, the city's bonds were in default and the city's records were in a chaotic condition. Mr. Weller prepared and published the first complete financial statement of the city, thereby making possible the re-establishment of the city's credit.

Mr. Weller served as city auditor until he, and a daughter, died of typhoid fever in 1903. He was survived by his widow and three children: Leslie June (Mrs. A. W. Connor), Frederick, and Marguerite. Mrs. Weller was well known in musical circles and was the first teacher of music in Tampa public schools and the first paid choir director.

D. P. (DAVID) DAVIS

David P. Davis, developer of Davis Islands, was born in Green Cove Springs, Fla., November 29, 1885, the son of George Riley and Gertrude Davis. His father was an engineman of Florida river boats and worked for a number of years in the Tampa Bay area, operating a ferry for some time on the Manatee River.

D. P. Davis was educated in the public schools of Green Cove Springs and in Tampa. He later carried newspapers for the Tampa Times, worked in Tibbetts Confectionery and clerked for Knight & Wall Co. In 1912 he went to Central America and worked in Panama, becoming a real estate salesman. After the canal was opened he worked short periods in Georgia and Texas and in 1915 located in Jacksonville. During World War I he operated canteens and ran a boat line to



D. P. (DAVID) DAVIS

Camp Johnston. When the war ended he entered the real estate business in Miami, first as a salesman and then as the developer of Shadowy Lawn subdivision.

Early in 1924 Mr. Davis came to Tampa, acquired Little Grassy Island and Big Grassy Island, and started the development known as Davis Islands. (See Chapter XI.) On August 2, 1926, he turned over controlling interest in Davis Islands to a syndicate backed by Stone & Webster. On October 13, 1926, he was "lost at sea" while on his way to Europe on the *Majestic*. It was believed he fell overboard accidentally. His body was never found.

Mr. Davis was married on November 11, 1915, at Jacksonville, to Marjory H. Merritt, who died in 1922. He was married again on October 10, 1925, to Elizabeth Nelson. He had two children by his first marriage: George R., and David P., Jr.

HORACE CALDWELL GORDON

Horace Caldwell Gordon was born in Cleveland, O., March 13, 1872, son of Richard Harper and Lucy Cordelia (Caldwell) Gordon. He studied law at the University of Michigan and the Cincinnati Law School from which he received his LL.B. degree in 1895.

He came to Tampa late in 1895 and started practicing law. In 1902 he was appointed municipal judge by Mayor James McKay. He also served as judge of the criminal court from 1904 to 1913. He then was appointed state's attorney and served until 1920 when he resigned to become mayor of Tampa. Prior to that time he had served on the board of public works and the port commission. He was a 32nd degree Mason, a Shriner, and a member of the Elks, Odd Fellows and Knights of Pythias.

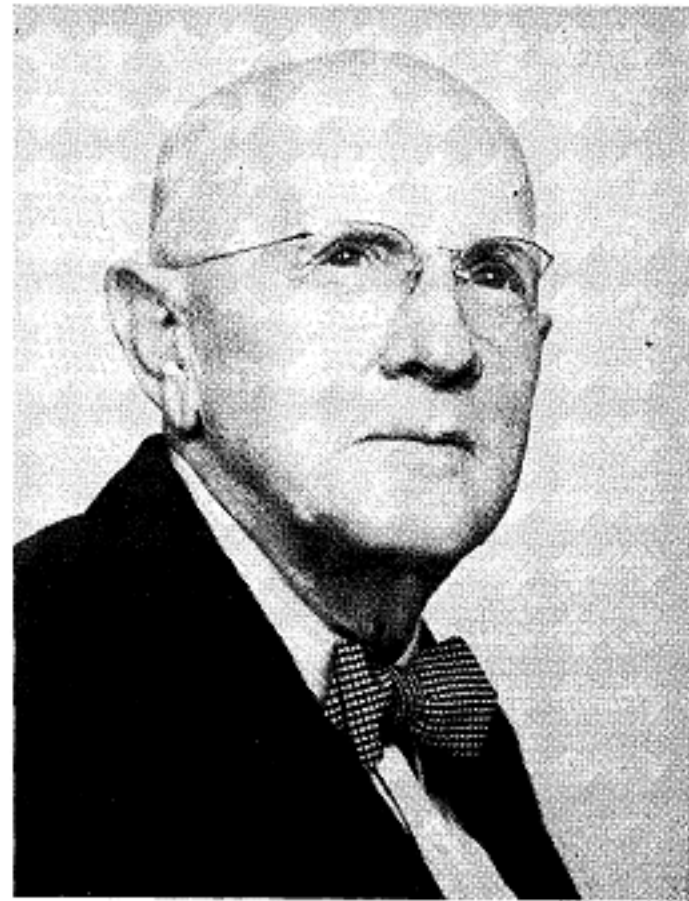
On December 4, 1895, he was married to Lucy C. Weimer. They had three children: Horace C., Jr., Lucile M., and Richard H. Judge Gordon died June 19, 1924.

V. V. SHARPE

Vivian Victor Sharpe was born in Piedmont, Ala., September 4, 1876, the son of James S. and Mary D. (Cleveland) Sharpe. The family came to Florida in 1883 and settled in Wildwood, then the farthest point south which could be reached by railroad.

After attending public schools, Mr. Sharpe worked several years at odd jobs and in a general store in Wildwood and then came to Tampa, in 1897, and worked about a year as a conductor for the Consumers Electric Light & Street Railway Co. After leaving the street car company, Mr. Sharpe worked three years in the retail grocery store of Charles E. Ball and in 1903 took a job as a traveling salesman for the Cudahy Packing Company.

In 1904, Mr. Sharpe became connected with the wholesale grocery firm of Williams & Moorehouse. Eight years later he and another salesman of the firm, A. W. Perkins, decided to go into business for themselves and organized the wholesale grocery firm of Perkins, Sharpe & Co. In 1924 the two men organized the South Florida



V. V. SHARPE

Cadillac Company. Mr. Perkins died in 1933 and in 1938, Mr. Sharpe bought his interest in the automobile firm and changed its name to Sharpe & Company. In the meantime, the wholesale grocery firm had been sold.

In December, 1920, Mr. Sharpe was elected to serve as one of the first city commissioners under the city manager form of government. He did not seek re-election. He was one of the incorporators of the University of Tampa, served as chairman of its first board, and has been a member ever since. He served for many years as a director of the Tampa Chamber of Commerce and YMCA and is now a member of the YMCA advisory board.

Mr. Sharpe is a steward in the Hyde Park Methodist Church, and a member of Palma Ceia Golf Club and Elks Club and is a Blue Lodge Scottish Rite Mason and Shriner.

On September 23, 1912, Mr. Sharpe was married to Evah Kennedy, of Cory, Pa. They have two children: Mary Ellen (Mrs. Robert Flagler Tarr), who attended the University of Maryland and Gibbs Secretarial School, in Providence, R. I., and Victor V. Sharpe, Jr., a graduate of Annapolis, who is married to Joan Gaudynski, of Milwaukee.

HUGH L. CULBREATH

Hugh Lee Culbreath was born August 15, 1897, at the old Culbreath homestead, four miles west of Tampa, on Old Tampa Bay, the son of John and Rosa (Hays) Culbreath (q.v.). He was educated at Hyde Park Grammar School, Hillsborough High School, and the University of Georgia. In the summer of 1917 he enlisted in the army and served until the end of the war, becoming a second lieutenant.



HUGH L. CULBREATH

When the war ended, Mr. Culbreath returned to Tampa and entered the meat business, working for Armour & Co. as a salesman. In 1921 he went with the St. Louis Independent Packing Co. and pioneered the first route car into this section of the state. After working seven years for this concern he joined the firm of John Morrell & Co., of Sioux City, Ia., and a year later went with Jacob E. Decker & Sons, of Mason City, Ia.

In 1932, while with this latter concern, he ran for constable of the Hyde Park district and was elected. Four years later he was re-elected. After serving two full four-year terms, he ran for sheriff in 1940 and was elected. He was re-elected in 1944 and 1948, thereby becoming the first sheriff of Hillsborough County to succeed himself in 53 years and the first in the county's history to serve three terms. During World War II, Sheriff Culbreath took a leave of absence and served two and one-half years in the army air corps, starting as a captain and becoming a lieutenant-colonel.

Always interested in athletics, Sheriff Culbreath played on the baseball, football and basketball teams in high schools and in 1914 was signed up to play for the Chicago Cubs. Instead, he entered the University of Georgia where he played during 1915 and 1916 on the varsity football teams.

Sheriff Culbreath is a 32nd degree Mason, a Knight Templar and a member of Egypt Temple Shrine. He is also a member of the Exchange Club, Elks, Knights of Pythias, American Legion, Kappa Sigma social fraternity, Royal Order of Jesters, Reserve Officers Association, and Hyde Park Methodist Church.

On June 10, 1919, he was married to Daphne E. Jackson, of Tampa. They have two children: Hugh L., Jr., born May 11, 1921, and John R., born June 27, 1926.

WILLIAM J. BARRITT, SR.

William James Barritt, Sr., was born in London, England, January 6, 1879, the son of William and Annie (Kitridge) Barritt. The family came to Florida in 1885 and planted an orange grove near Sanford. The trees were destroyed in the Big Freeze of 1894-95 and the family then came to Tampa.

In 1898 Mr. Barritt went into the dairy business, his plant being located just west of the Tampa Bay Hotel. Shortly afterward he named his concern the Poinsettia Dairy and in 1903 became the first distributor of bottled milk in the Tampa territory. In 1910 he began manufacturing ice cream under the trade name of Poinsettia. During the years following, his company, Poinsettia Dairy Products, Inc., became one of the largest in Florida and had branch offices and plants in St. Petersburg, Clearwater, Miami, Lakeland, Orlando, Bradenton, Daytona Beach and Ocala. The company was acquired on August 1, 1943, by the Borden Company and Mr. Barritt served as chairman of the local board of directors until his death on March 9, 1944.

Mr. Barritt served as city commissioner from 1921 to 1928 and was chairman of the committee for the purchase of the water works. He was a director of the Y.M.C.A., a trustee of the Tampa Heights Methodist Church, a 32nd degree Mason, and a member of the Egypt Temple Shrine, Rotary Club, and Tampa Chamber of Commerce.

Mr. Barritt was married in September, 1899, to Blanche Isabel Danhauer. They had two daughters and three sons: Mrs. Jane Barritt Anderson, Edna (Mrs. M. L. Price), James D., William J., Jr., and Harvey M.

ROBERT T. JOUGHIN

Robert T. Joughin was born at Terrel, Tex., March 4, 1880, the son of Robert J. and Leonora E. (Messenger) Loughin. His parents moved to Sanford, Fla., in 1884, and there he received his early education in the public schools. He later took special commercial, plumbing and heating engineering courses.

Coming to Tampa in 1897, Mr. Joughin worked at odd jobs for three years and then learned to be a plumber, serving his apprenticeship with the K. R. Lau Plumbing Company. In 1904 he went into partnership with W. E. McAndrews and went into business for himself under the firm name of Joughin & McAndrews. A year later his brother, W. A. Joughin, bought Mr. McAndrews' interest in the firm and the business was continued under the firm name of Joughin Brothers Plumbing & Heating Co. In 1917, Robert Joughin bought his brother's interest when the latter entered the army and the business has been operated ever since as R. T. Joughin, Inc. It is now the oldest plumbing and heating establishment in the Tampa Bay area and handles contracts in all parts of central and southwest Florida.



ROBERT T. JOUGHIN

Always interested in politics, Mr. Joughin served twelve years as a member of the Democratic Executive Committee. In 1928, he was appointed to serve as sheriff of Hillsborough County to succeed L. M. Hatton and served three years and four months.

Mr. Joughin is a past master of Hillsborough Lodge No. 25, F.&A.M., and is a member of Tampa Consistory No. 1, Scottish Rite; Ivanhoe Commandery No. 8, Knight Templar, and Egypt Temple Shrine. He is a director of the Tampa Builders Exchange and is a member of the Tampa Chamber of Commerce, Associated General Contractors, and the Elks Lodge.

DR. LOUIS A. BIZE

Louis A. Bize was born in Columbus, Ga., November 12, 1871, the son of Daniel R. and Mary (Harris) Bize. He studied medicine at the Baltimore Medical College and came to Tampa in 1897 to practice, specializing in eye, ear, nose and throat diseases.

In 1915, Dr. Bize gave up his practice to become president of the Citizens Bank & Trust Company following the death of his father-in-law, John Trice (q.v.). He headed the institution and its affiliated banks until they closed in 1929. He then served as executive general agent of the Atlantic Coast Line railroad until he died on January 9, 1946.

Dr. Bize headed the syndicate of local men which bought the TAMPA TRIBUNE from W. F. Stovall in 1925. He was a former president of the Chamber of Commerce, director of the Florida Fair, member of the Rotary Club, Tampa Yacht

& Country Club, Masonic Lodge, Egypt Temple Shrine, and Hyde Park Methodist Church.

He was survived by his widow, the former Corrine Trice, and four children: John T., May Ruth (Mrs. J. W. Adams), Louis A., Jr., and Corrine.

JOHN GRAY ANDERSON, JR.

John Gray Anderson, Jr., was born at Williamsburg, Va., September 4, 1884, the son of the Rev. John Gray and Fannie (Davis) Anderson. His father was a Presbyterian minister and came to Tampa in 1897 to assume the pastorate of the First Presbyterian Church.

Mr. Anderson was educated in private schools of Cabarrus County, North Carolina, and Millersburg, Ky., and public schools of Hillsborough County. He studied at Emory College, Oxford, Ga., 1902-03, and Davidson College, Davidson, N. C., 1903-05.

After completing his college work, Mr. Anderson was employed by the U. S. Engineers department in Tampa and then by the Bentley-Gray Dry Goods Co. On April 1, 1908, he became one of the incorporators of the Tampa Coal Company, organized three years before. He has served as secretary-treasurer and general manager of the company ever since. In addition to coal, the concern sells fuel oil, building materials, home appliances, heating and ventilating equipment, hot and cold insulations, and power boilers and oil burners.

Mr. Anderson has taken a keen interest in community activities. He was one of the founders and is now a trustee of the University of Tampa;



JOHN GRAY ANDERSON, JR.

charter member, Rotary Club of Tampa; charter member, Executives Club; member, Port Development Committee, Tampa Chamber of Commerce; charter member, past vice-president, Tampa Builders Exchange; past president, Tampa Traffic Association; one of the organizers and first president (1928), Florida State Association of School Board Members; past vice-president and director, Y.M.C.A.; past director, Tampa Urban League; member of board (1920-27), Tampa Public Library; former member executive board, Boy Scouts; chairman, (1923-30), Hillsborough County Board of Public Instruction; chairman (1941), Citizens School Committee; charter member, University Club; president, Southeast Retail Coal Association, 1945-46; chairman (1936-39), Board of Elections, City of Tampa; member Kappa Alpha Fraternity, and elder, Hyde Park Presbyterian Church.

On February 7, 1912, Mr. Anderson was married to Annie Maie Lindley, at Greensboro, N. C. They had five children: Jean Lindley (Mrs. E. O. Stanford, Jr.); John Gray Anderson, III; Maie Meriwether (Mrs. C. V. Cross); Barbara Anne (Mrs. A. S. Moffett), and Sandra (Mrs. E. M. Jones, III). Mrs. Anderson died November 13, 1944.

John Gray Anderson, III, a major in the U. S. Air Force, died November 11, 1944, in the crash of a military transport plane at Strawberry Ridge, near Long Beach, Calif. He was survived by his widow, the former Shirley Cleverdon, of Savannah, Ga. A playground on Rome Avenue has been named the Anderson Community Center in his honor.

RICHARD JOHNSON BINNICKER

Richard Johnson Binnicker was born November 29, 1874, at Flemington, Fla., son of James Lawrence and Louisa (Johnson) Binnicker. His father, a native of South Carolina, served in the Confederate Army, and after the war came to Florida to engage in farming and citrus growing.

After attending public schools, Mr. Binnicker worked on his father's farm until he was seventeen and then started working for the Florida Southern Railroad as agent and telegraph operator. He was sent first to Martin's Station, north of Ocala, and then to Reddick. After the Big Freeze of 1895 desolated that section, he was sent to St. Petersburg to be assistant agent and telegraph operator for the Sanford & St. Petersburg Railroad, which had just been purchased by the Plant System. In January, 1898, he was transferred by the Plant System to Arcadia, then to Punta Gorda, and in June to Port Tampa. When the Spanish-American War ended he was made rate clerk in the Plant System freight office in Tampa. Later he was made cashier and then chief clerk.

In December, 1902, Mr. Binnicker became a bookkeeper in the First National Bank. He was made assistant cashier July 5, 1907; cashier on January 14, 1908; vice-president in January, 1922; president in January, 1927, and chairman of the board in 1934, which office he held until he retired in January, 1950.



RICHARD JOHNSON BINNICKER

Mr. Binnicker is a member of the Baptist Church and Tampa Yacht and Country Club.

On November 7, 1907, Mr. Binnicker was married to Lois Efland. They had three children: Louisa (Mrs. James McGregor), Richard Johnson, and Ruth (Mrs. James T. Swann, Jr.).

Richard Johnson Binnicker, Jr., was commissioned in the regular army after being graduated in 1940 from the University of Florida. On March 16, 1945, Captain Binnicker, then a battery commander, was shot and killed by a sniper near Massbicht, Holland. He was survived by his widow, the former Ruth Stone, of Augusta, Ga., and a daughter, Lee.

Mr. and Mrs. Binnicker have five grandchildren: Sandra and Bonnie Sharon McGregor, Kathy and James T. Swann, III, and Lee Binnicker.

DR. LUCIEN BAYARD MITCHELL

Lucien Bayard Mitchell was born in Fort Meade, Fla., May 31, 1880, the son of Dr. Charles Lucien and Ellen (Spencer) Mitchell (q.v.). Moving to Tampa where he was graduated from Hillsborough High School, he served as pharmacist with Weedon Drug Co. and Hutchinson Cotter Drug Co. before enrolling in the New York University's School of Medicine. He received his degree in 1906 and interned for two years at Bellevue and allied hospitals in New York. He then started practicing in Tampa.

As captain of the 2nd Florida Regiment in the National Guard, he served on the Mexican border in 1916 and was soon promoted to the rank of major. Returning from Mexico, he joined the 54th Infantry of the 6th Division of regulars under his former commander in Mexico, John Persh-



DR. LUCIEN BAYARD MITCHELL

ing. In France, he saw action in the Vosges Mountains and in the Argonne region. After the war, this division was nicknamed the "sight-seeing sixth," having marched for 31 days after the armistice.

Dr. Mitchell returned to resume his practice in Tampa and served on the staff of Municipal Hospital. He was the first head of staff at St. Joseph's Hospital and served on the advisory board for several years. He was a member of the American Medical Society, Hillsborough County Medical Society and the Society of Military Surgeons. He was a Mason, a Shriner, member of the First Methodist Church and Phi Alpha Sigma fraternity.

On September 28, 1911, Dr. Mitchell was married to Marie Harriett Gutierrez, member of a pioneer family of Tampa's cigar industry. Dr. Mitchell died on January 26, 1941.

LAURENS SPENCER MITCHELL

Laurens Spencer Mitchell, youngest child of Dr. Charles Lucien and Ellen (Spencer) Mitchell, was born in Fort Meade, Fla., August 23, 1894. He started school in Bartow and attended Sixth Avenue Grammar School in Tampa. He was enrolled at Randolph Macon Academy in Bedford, Va., and attended Carnegie Institute of Technology in Pittsburgh.

He joined the U. S. Navy in November, 1917, and served overseas until April, 1919. Returning to Tampa, he was active in business enterprises during the period of post-war expansion. On October 16, 1923, he married Genevieve Priest. In August, 1931, Spencer Mitchell came to the Tampa Daily Times Radio station WDAE as general manager, after having managed the radio



LAURENS SPENCER MITCHELL

department of Knight & Wall for three years. He was one of the organizers of the Florida Association of Broadcasters and was elected president for the term 1941-42. In November, 1947, he was instrumental in opening WDAE-FM, the first frequency modulation station on the Florida West Coast.

He is a Mason, Shriner, member of the First Methodist Church, the American Legion, Rotary, various civic and social organizations.

JAMES F. TAYLOR

James F. Taylor was born near Bull's Gap, Tenn., December 4, 1877, the son of Grinsfield and Elizabeth (Fleming) Taylor. The family moved to Orlando in 1885 and he was graduated from high school there and later attended Rollins College, in Winter Park.

Mr. Taylor came to Tampa in 1898 and started working for the Seaboard Air Line Railroad, for which he became traveling passenger agent. In 1908 he entered the real estate business with the Tampa Bay Land Company which he headed for many years. He was the original developer of Palma Ceia Park and other subdivisions in the Palma Ceia area. He was one of the principal organizers of the Palma Ceia Golf Club of which he was a life member. He was also an active member of the Tampa Yacht & Country Club, the Elks Lodge, and Ye Mystic Krewe of Gasparilla.

Mr. Taylor died January 8, 1941. He was survived by his widow, the former Miss Alice Marshall Smith, of Selma, Ala., to whom he was married in 1901; by three daughters: Mrs. John Munroe, of New York; Mrs. John M. Allison, of Tampa; Mrs. George B. Webster, of Jacksonville, and by a son, James F. Taylor, Jr., of Tampa.

FRANK D. JACKSON

Frank D. Jackson was born near Fayette, Mo., January 28, 1875, son of Benjamin F. and Mary E. (Jennings) Jackson. He was educated in Summerlin Institute, Bartow, Fla., and Florida Agricultural College (1896).

After teaching school a short time and then working in stores in Atlanta and Bartow, Mr. Jackson came to Tampa in 1898 and became a traveling salesman for Phillips & Fuller. In 1908 he left that concern, of which he had become sales manager, and, with R. W. Miller, organized the Miller-Jackson Grain Company, which he served as vice-president, treasurer and general manager. On January 1, 1921, he bought outstanding stock and changed the firm name to Jackson Grain Company, of which he was president. In 1921 he also became president of X-Cel Stores, Inc. He was named secretary of the Peninsular Telephone Co. in 1926, vice-president of the Gulf Life Insurance Company in 1937, and of the First National Bank in 1943. He also served as chairman of the board, Jacksonville branch, Federal Reserve Bank of Atlanta.

Mr. Jackson was a trustee of Florida Southern College and University of Tampa; director, Tampa Community Chest, Florida State Fair and Gasparilla Association; past president, Tampa Chamber of Commerce; past director, U. S. Chamber of Commerce. He also served on many philanthropic and charitable organizations. He was a past president of the Rotary Club and a member of the Executives Club and Ye Mystic Krewe. He was active in the Methodist Church.

On July 25, 1899, he was married to Miss Grace E. Richards, of Indiana. They had a son, Richard D. Jackson. Mr. Jackson died September 7, 1947.

RICHARD D. JACKSON

Richard D. Jackson was born in Tampa April 10, 1902, the son of Frank D. and Grace E. (Richards) Jackson. He was educated at Hillsborough High School, Class '19; Phillips Exeter Academy, 1919-20; Massachusetts Institute of Technology, B.S., 1925.

After leaving college, Mr. Jackson worked two years as an insurance salesman and then, in 1927, entered the mortgage loan business. In 1928 he was made assistant secretary of the First National Corporation, now out of existence. In 1929 he was made manager of the bond department of the First National Bank, and in 1930, assistant cashier. In 1934 he joined the Jackson Grain Company as assistant secretary. He was made vice-president in 1938 and became president and general manager in 1947.

Mr. Jackson is also president and general manager of X-Cel Stores, Inc.; director, Peninsular Telephone Company; director and member of trust committee, First National Bank; director, Tampa Southern Railroad, Jackson Grain Co., X-Cel Stores, Inc.

He is a past president and now director, Tampa Chamber of Commerce, and Florida Feed Dealers Association; director, Grain and Feed Dealers National Association, Tampa Traffic Association, Florida State Fair Association, and Hillsborough County Tuberculosis and Health Association. He



RICHARD D. JACKSON

is a member of American Feed Manufacturers Association, Florida Agricultural Research Institute, Palma Ceia Golf Club, Rotary, University Club, Merrymakers Club, and Ye Mystic Krewe of Gasparilla. He is also president of the Southwest Florida Council.

On October 27, 1927, Mr. Jackson was married to Nancy Southworth. They have two sons: Frank D. II, and Richard D., Jr.

EDWIN DART LAMBRIGHT

Edwin Dart Lambright, editorial director of the Tampa Morning Tribune, was born May 21, 1874, at Brunswick, Ga., son of Joseph Edward and Julia Sarah Lambright. He attended the local schools, then old Emory College at Oxford, Ga. Emory University, Atlanta, Ga., outgrowth of the old Emory, in 1936 conferred upon him the honorary degree of Doctor of Letters.

He began newspaper work on the Brunswick Times (1893) and moved to Tampa June 1, 1899, starting on the Tribune as city editor. He has been continuously on the Tribune staff, with the exception of six years (1917-1923), when he served as postmaster of Tampa, returning to the newspaper from that office, and has been editor since that time. His only other political offices have been as delegate to the Democratic national conventions of 1912 and 1924, being chairman of the Florida delegation in the latter. Since 1924 he has attended every Democratic national convention as a newspaper correspondent.

Mr. Lambright was chief yeoman, Georgia Naval Reserve, in the Spanish-American War; in World War I he was chairman of the War Savings Stamp campaign, a Four-minute Man, publicity chairman of Liberty Loan campaigns, and presi-



EDWIN DART LAMBRIGHT

dent of the Tampa Rotary Club (1917-1918). He was a member of the Florida State Planning Board, 1934-1935, and trustee of the Tampa Public Library, 1915-1926. He is a past chairman of the Tampa 116th Artillery Boxing Commission, has been president of the Tampa Civic Music Association for seven years; is a past chairman of the Tampa USO Council and a past president of the Tampa Executives Club. He is a Phi Delta Theta (now the oldest alumnus in Florida), and a member of the American Society of Newspaper Editors, Elks, Sigma Delta Chi, and Methodist church.

His wife was the former Miss Cannie Rebecca Finch, of Quitman, Ga. They were married February 10, 1903, and have one daughter, Mrs. M. M. Frost, New York City; one granddaughter, Mrs. Armin H. Smith, Jr., Tampa, and two great-grandsons, Armin Franklin and Richard Edwin Smith.

WILLIAM G. BROREIN

William G. Brorein, founder of the Peninsular Telephone Company, was born near Marion, O., October 30, 1861. He was educated in the country schools of Auglaize County, Ohio, and was graduated from Northwestern Ohio Normal University. After teaching school for seven years he engaged in general merchandising, manufacturing and oil business in Buckland, O. He was elected as the first mayor of Buckland in 1888.

When the Tampa Bay district started developing rapidly at the turn of the century, Mr. Brorein visited Tampa and became impressed by its possibilities. He interested some of his friends in the

organization of the Peninsular Telephone Company, of which he was made president and general manager. Securing a franchise from the city, the company competed with the Southern Bell Telephone & Telegraph Company which previously had served this area. (See Chapter X.)

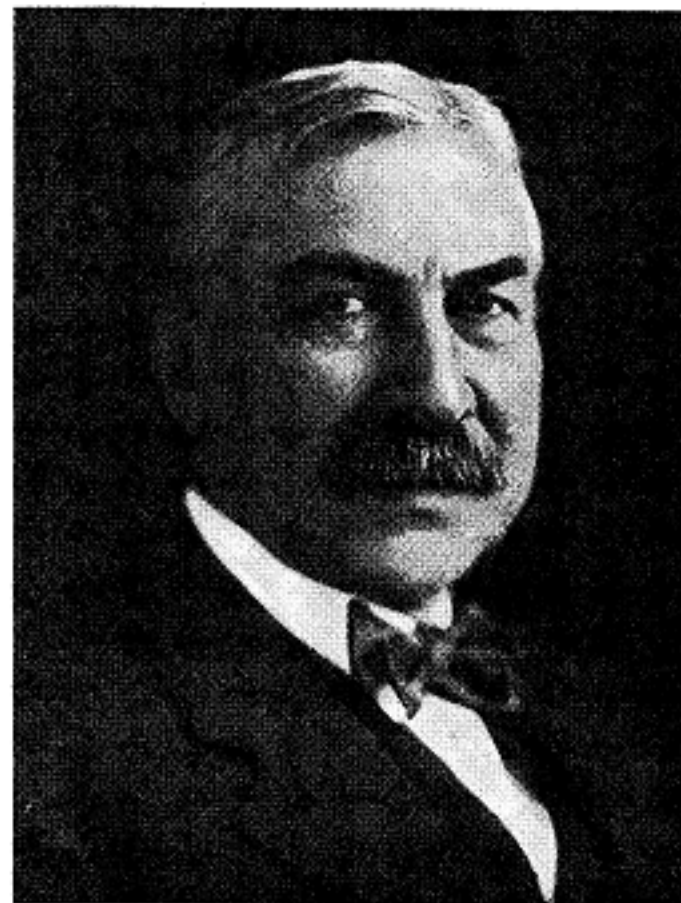
After buying out the Bell interests here, in 1905, the company extended its operations to St. Petersburg, Bartow, Sarasota, Mulberry, Plant City, Bradenton, Winter Haven, Largo, Lakeland, Palmetto, Port Tampa, Clearwater, Tarpon Springs, Haines City, Lake Wales and Frostproof. The company became one of the largest independent telephone companies in the entire country, a position it still maintains.

Mr. Brorein played a very active part in the welfare and advancement of Tampa. He was largely responsible for the success of the South Florida Fair and Gasparilla Carnival, serving for many years as president of the organization. He was a leader in YMCA work, was president of the Tampa Board of Trade for two years, and was a member of the charter board which drafted the charter for the commission form of government in Tampa.

Before coming to Tampa, Mr. Brorein was active in Ohio politics, serving as state representative and later as state senator. In 1895 he served as a member of the Trans-Mississippi Exposition at Omaha.

On October 29, 1883, Mr. Brorein was married to Miss Sarah E. Butcher. They had a daughter, Edna.

Mr. Brorein died December 12, 1937.



WILLIAM G. BROREIN

GIDDINGS ELDON MABRY

Giddings Eldon Mabry was born at Topelo, Miss., October 8, 1877, the son of Milton Harvey and Ella Dale (Bramlett) Mabry. He was educated at West Florida Seminary, Tallahassee, 1894-96; Richmond (Va.) College, 1896-98; Cumberland University, Lebanon, Tenn. (LL.B., 1901).

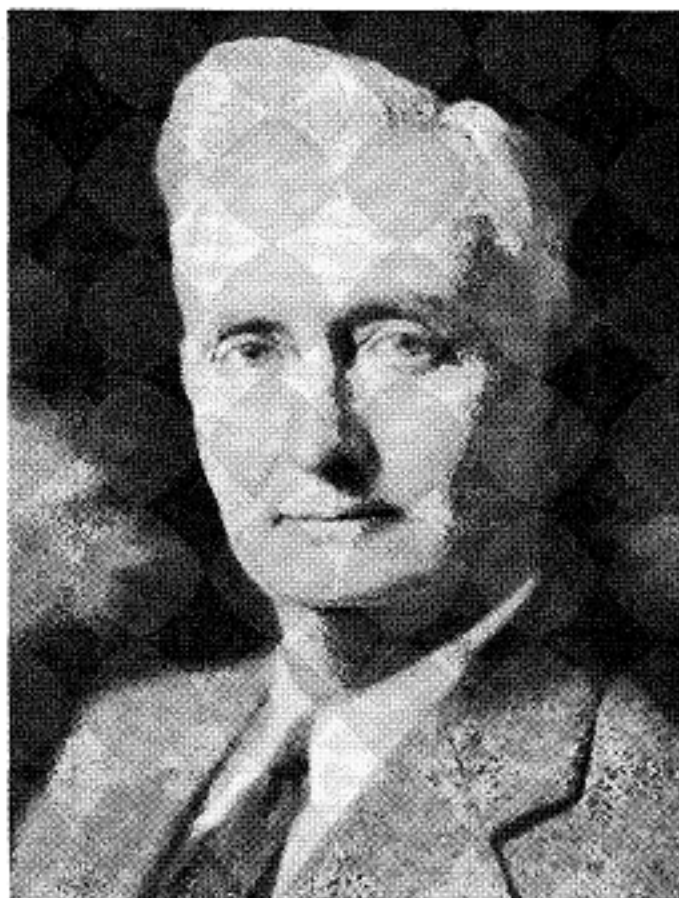
Admitted to the Florida bar in 1901, Mr. Mabry came at once to Tampa where he practiced alone until 1904 when he was joined by his father who had just completed twelve years service as a justice of the Florida supreme court. They formed the firm of Mabry & Mabry which continued until Judge Mabry was appointed clerk of the supreme court and moved to Tallahassee.

On July 1, 1912, Mr. Mabry formed a partnership with Doyle E. Carlton. He is at present senior partner of the firm of Mabry, Reaves, Carlton, Anderson, Fields & Ward.

Mr. Mabry served as city attorney from 1910 to 1913 and during that period secured for the city the land needed for the estuary development. (See Chapter X.) He served as county attorney from 1917 to 1923.

Mr. Mabry is a member of the Tampa, Hillsborough County, Florida State and American Bar Associations, Phi Gamma Delta fraternity, and the Masonic Lodge, and is a board member of the Y.M.C.A., Old Peoples Home, of Tampa, and the Baptist Children's Home of Lakeland.

On November 1, 1906, Mr. Mabry was married to Mabel Robey, daughter of the Rev. George C. and Rebecca J. (Kelly) Robey. They have a daughter, Mabel Mabry.



GIDDINGS ELDON MABRY



WILLIAM W. TRICE

William Waller Trice was born in Hopkinsville, Ky., August 27, 1875, the son of John Buckner and Jeanie (Dagg) Trice. He was educated at Ferrell's Academy in Hopkinsville and Richmond College, in Richmond, Va., where he was graduated in 1895. Soon thereafter he became connected with the Planters Bank of Hopkinsville, of which his grandfather, Stephen Trice, the founder, was president and his father cashier. He also served as treasurer of the Dagg Planing Mill.

Coming to Tampa in February, 1902, Mr. Trice was employed about a year by the Cuesta Rey Cigar Company and then became connected with the Citizens Bank & Trust Company, founded by John Trice, a distant relative. Starting as a bookkeeper, he was made assistant cashier in 1906, cashier in 1914, vice-president in 1916, and was vice-chairman of the board and trust officer when the bank closed in 1929.

For the past twenty years Mr. Trice has been connected with the Seminole Furniture Company. He has been executive officer of the concern since the early 1930s and president since 1943. The company's main store is located in its own six-story building at Lafayette and Hyde Park Avenue and operates a branch store at 1102 Florida Avenue.

Mr. Trice is a director of the Retail Credit Institute of America and a past president of the Florida State Furniture Dealers Association. He is a past president of the Kiwanis Club. He served as treasurer of the Salvation Army and the YMCA, which he helped to organize. From 1944 to 1949 he served as a member of the Hillsborough County Election Board. For fifteen years he was

superintendent of the Sunday School of the First Baptist Church of which he is now treasurer and a member of the board of deacons. At Richmond College, he became a member of Phi Delta Theta.

Mr. Trice is a past master of Holyrood Lodge, F.&A.M., past venerable master, Tampa Lodge of Perfection; past sovereign, St. Sebastian Conclave, Order of Constantine; member of Royal Order of Scotland; representative, Grand Lodge of Kentucky in Grand Lodge of Florida; past commander, Tampa Ivanhoe Commandery, Knights Templar; knight commander of Court of Honor, and inspector general honorary, 33rd degree of the Scottish Rite.

On December 6, 1906, Mr. Trice was married to Nell Pollice, of Tampa. They have four children: Dr. William W. Trice, Jr., Stephen Edward Trice, Jeanie Margaret (Mrs. Sam Hall), and Martha Nell Trice.

JAMES WHITFIELD WARREN

James Whitfield Warren was born in Atlanta, Ga., July 27, 1900, the son of George C. and Cora (Henderson) Warren (q.v.). He attended public schools in Tampa, Woodberry Forest Preparatory School, Woodberry Forest, Va., and Georgia School of Technology, class of 1923. He played on the basketball and golf teams at preparatory school and was a member of Sigma Alpha Epsilon fraternity at college.

In 1922, Mr. Warren started working for the Tampa Coca-Cola Bottling Co., handling various jobs. He then entered the real estate and mortgage loan business and had an active part in the development of Parkland Estates and other subdivisions. In 1929 he joined the firm of Henderson, Warren & Simms and in 1932 organized

and became president of the general insurance and real estate firm of Warren Bros. & Henderson which later became Warren Bros., Henderson & Smith and is now Warren, Henderson & Thompson.

On September 16, 1942, Mr. Warren was commissioned as a captain in the U. S. Army and served as commanding officer of the Tampa Officer Procurement District until March 1, 1943, when he was transferred to Staff Headquarters Fourth Service Command in Atlanta. Subsequently he was appointed assistant chief, Officer Procurement Branch, Military Personnel Division.

Separated from the army in March, 1945, with the rank of major, Mr. Warren returned to Tampa and became vice-president and assistant general manager of the Tampa Coca-Cola Bottling Co. He was named executive vice-president and general manager of the concern in January, 1947. He is also a director of the First National Bank.

Mr. Warren is a past president of the Tampa Exchange Club and former member of the board of control of the Florida State Exchange Clubs; is a past president (1939-41), Tampa Insurers Exchange; a former director and vice-president, Florida Association of Insurance Agents; former director and member of numerous committees, Tampa Chamber of Commerce; past president, Presidents Round Table and president emeritus since 1933; director, Florida State Golf Association (1929-45); former director, Tampa Yacht and Country Club, Palma Ceia Golf Club, Rocky Point Golf Club and Forest Hills Golf and Country Club; charter member, past director and past president, Merrymakers Club; chairman of the Board of Social Welfare (1935-41); member, Florida State Welfare Board, 1941 to date, and now vice-chairman of the board; former director, Travelers Aid; director, Hillsborough County Association for the Blind; member, advisory board, Boys Club of Tampa; former director and vice-president, Tampa Community Chest; member, Florida Council of Coca-Cola Bottlers Association; member, American Legion Post No. 5 and Atlanta Chapter, MOWW; Mason, Scottish Rite, and past potentate, Egypt Temple Shrine; director, Court No. 89, Royal Orders of Jesters, and member of First Methodist Church. He was king of Ye Mystic Krewe of Gasparilla in 1924; director, 1926-29; first lieutenant, 1929-34; director since 1935, and elected captain in March, 1949.

On August 26, 1933, Mr. Warren was married to Phyllis Turner, of Tampa, who was Queen of Gasparilla in 1931. They have two children: Cora Lorene, born December 19, 1938, and James W., Jr., born July 18, 1942.

MELVIN B. FISHER

Melvin B. Fisher was born in Tampa September 22, 1901, the son of Thomas D. and Minnie (Colson) Fisher (q.v.). He was graduated from Hillsborough High School in 1922 and from the Eastman-Gaines School of Business, Poughkeepsie, N. Y., in 1923.

After completing his formal education, Mr. Fisher started working for the Weidman-Fisher



JAMES WHITFIELD WARREN



MELVIN B. FISHER

Box Company and was associated with the concern until 1930. During the next fifteen years he was connected with the Tampa Box Company, serving as assistant secretary. In June, 1946, he organized the Hillsboro Box Company and since then has been its president and general manager.

Mr. Fisher has been a director of the Florida State Fair and Gasparilla Association for the past ten years, and is a member of the Knights of Pythias, Hillsborough Lodge No. 25, F.&A.M., Scottish Rite, Egypt Temple Shrine, Rotary Club, Tampa Chamber of Commerce, and Ye Mystic Krewe of Gasparilla.

On February 24, 1926, Mr. Fisher was married to Ellamae Fillmon, of Tampa. They have a daughter, Patricia Ann, born June 4, 1936.

ROLAND AUSTIN WILSON

Roland Austin Wilson was born at Lynchburg, S. C., September 19, 1875, the son of W. J. and Maggie J. Wilson. He is of Scotch and English extraction and members of both his mother's and father's side of the family took part in the Revolutionary War. His father became a lieutenant in the Confederate Army at the age of sixteen.

Mr. Wilson left home when eighteen years old and became an apprentice blacksmith for the L. & N. Railroad, in Louisville, Ky. Later, seeking adventure, he enlisted in the United States Army and during the Spanish-American War took part in the battles of El Caney and San Juan and also served in the Philippines.

Upon his return to civilian life, Mr. Wilson completed a business course in a business college at Birmingham, Ala., and was employed by a

Birmingham wholesale grocery company as a salesman.

On April 23, 1901, Mr. Wilson was married to Martha W. Leiman, daughter of Henry and Margaret (Becker) Leiman, whom he had met while stationed in Tampa a short time during the war. After the marriage, he returned to Birmingham to work but was persuaded by his father-in-law late in the year to become connected with the Tampa Box Company, which Mr. Leiman then managed. In 1902 the two men purchased the concern. For many years, Mr. Wilson spent much of his time in tropical countries, buying cedar for making cigar boxes. He served as an official of the company since its inception and has been president of it for several years.

Mr. Wilson is a Mason and a life member of the Tampa lodge of Elks. He has a son, Roland A. Wilson, Jr., who is married to the former Miss Winifred Metcalf, of Tampa, and has a son, Roland A., III.

TRUMAN GREEN

Truman Green was born in Jennings, La., on June 8, 1902, the son of W. Truman and Maude (Powell) Green. His parents, who had been residents of Tampa, returned soon after he was born. He was educated in Tampa grade schools, Hillsborough High School, and the University of Florida, 1922.

After leaving the university, he worked for the GAINSVILLE SUN, becoming managing editor. He remained there until early 1923 when he joined the Thomas Advertising Agency, in Tampa. In 1924 he became connected with Davis Islands, Inc., which he served as advertising manager and



ROLAND AUSTIN WILSON



TRUMAN GREEN

general manager of hotels and apartments until 1928. He then joined the TAMPA TRIBUNE as advertising manager. He is vice-president of the Tribune Company, which owns and operates the TAMPA TRIBUNE and Radio Station WFLA.

Mr. Green served two years as president of the Tampa Chamber of Commerce, 1944-46. He is a past director of the Southern Newspaper Publishers Association, a past president and honorary life member of the Florida Junior Chamber of Commerce, and a member of Sigma Nu fraternity, Ye Mystic Krewe of Gasparilla (king 1933), Tampa Yacht and Country Club, Merrymakers Club (president 1929), University Club (president 1946-47), Palma Ceia Golf Club, and the Christian Science Church.

On March 9, 1936, Mr. Green was married to Doris Camp, of Atlanta. They have two children: Patrick and Doris M'Liss.

FRANCIS McNEILL COOPER

Francis McNeill Cooper was born at Manatee, Fla., December 24, 1885, the son of Francis Marion and Christine (McNeill) Cooper. He attended public schools in Manatee and Punta Gorda where his father established a hardware store during the 1890s.

Coming to Tampa in 1902, Mr. Cooper started working for Knight & Wall as janitor and office boy. He has remained with the concern ever since, holding various positions of increasing responsibility. He is now president and general manager of the company, the largest concern of its kind in Florida.

Mr. Cooper is also manager of the Knight & Wall Holding Company, president of the Tampa

Paint & Varnish Company, and a director of the First National Bank of Tampa.

He has served as chairman of the executive committee of the Tampa Better Business Association and is a member of the Tampa and Florida State chambers of commerce, the Elks Club, and Ye Mystic Krewe of Gasparilla.

On November 5, 1913, Mr. Cooper was married to Minnie Wall Knight. Following her death he was married, on March 15, 1936, to Caroline Bradley, of Washington, Ga.

PETER O. KNIGHT, JR.

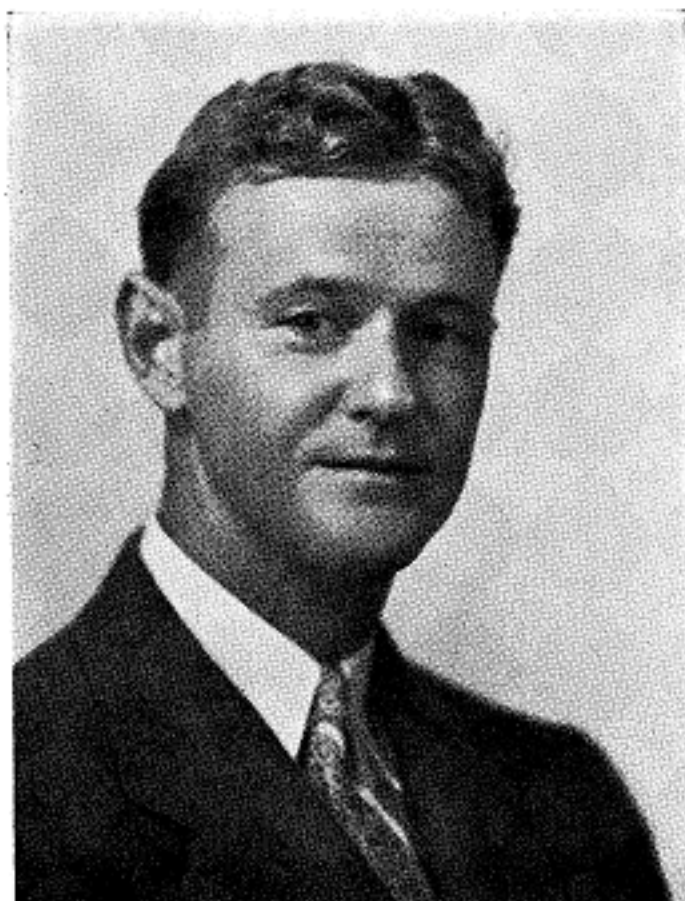
Peter O. Knight, Jr., was born December 27, 1902, son of Peter O. and Lillie (Frierson) Knight (q.v.). He was graduated in Tampa public schools, Princeton University, 1922-23, and University of Florida, 1924-25, and was admitted to the bar and began to practice law in 1925.

Mr. Knight was an active member of the U. S. Naval Reserve for ten years prior to going into active service in 1942. He was retired late in 1943 with the rank of lieutenant-commander.

He is a member of the law firm of Knight, Thompson, Knight & Bell; is a vice-president and a director of the Exchange National Bank of Tampa, and is a director of the Tampa Electric Company, and the Exchange National Bank of Winter Haven. He is a member of all bar associations and the Tampa Chamber of Commerce; is a director of Seaman's Church Institute of Tampa, Hillsborough County Humane Society, and Florida State Fair and Gasparilla Ass'n.; is a member of vestry and senior warden, St. Andrews Episcopal Church, and is a member of



FRANCIS McNEILL COOPER



PETER O. KNIGHT, JR.

Tampa Yacht and Country Club, Merry-makers Club, Ye Mystic Krewe of Gasparilla, Society of Sons of American Revolution, Kappa Alpha Fraternity, Tampa Consistory, 32nd degree Mason, Egypt Temple Shrine, and Knights of Pythias.

On June 30, 1925, Mr. Knight was married to Rhoda Parramore Fraleigh. They have two children: Rhoda Knight Matorell and Peter O. Knight, IV.

WILLIAM A. DICKENSON

William A. Dickenson was born on a plantation at Steam Hill, Ga., the son of John Parker and Nancy (Crawford) Dickenson. When still a young man he became cashier of the Bank of Bainbridge, Georgia. In 1877 he moved to Marion County, Florida, and developed an orange grove at Orange Lake. The grove was destroyed by the freeze of 1895, which ruined him financially.

Mr. Dickenson taught in country schools for several years. He came to Tampa in 1901 and six years later entered the office of the Clerk of the Circuit Court, serving as deputy clerk in the law department. He was elected clerk of the court in 1924. He also served as auditor and clerk of the county commissioners.

On April 19, 1876, Mr. Dickenson was married to Julia McElvy in Columbus, Ga. They had two sons and two daughters: William B. (q.v.), E. R., Elsie (Mrs. James M. Graham) and Julia. E. R. Dickenson received an LL.B. degree from the University of the South in 1903, taught commercial law at the University of Florida two years, and then returned to Tampa where he has practiced law ever since. He was married at Huntsville, Ala., to Vera Coleman.

William A. Dickenson died in July, 1933.

WILLIAM B. DICKENSON

William B. Dickenson, son of William A. and Julia (McElvy) Dickenson, was born at Bainbridge, Ga., March 8, 1877. He attended public schools in Florida; Florida Conference College, at Leesburg; University of Florida, at Lake City, and studied law at Southern Normal University, at Huntington, Tenn.

He started practicing law in Birmingham, Ala., in 1900, but came to Tampa in the following year. At various times during the next two decades he practiced in partnership with H. P. Bailey, E. F. Zetroner, and his brother, E. R. Dickenson. In 1921 he formed a partnership with Thomas Palmer and E. T. Shurley and later Paul Lake was taken into the firm. Following the dissolution of this firm, he practiced in partnership with Mr. Lake for several years and then, from 1933 to 1937, by himself. In the latter year he was joined by his son, William B. Dickenson, Jr., and the firm of Dickenson & Dickenson was formed.

Always actively interested in public matters, Mr. Dickenson served as county superintendent of schools from 1905 to 1909.

Mr. Dickenson was a member of the state and county bar associations; also, a Mason and a Shriner, and a member of the Knights of Pythias. He taught the young adult class at Hyde Park Methodist Church for fifteen years and was a member of the church's board of stewards.

On October 22, 1902, Mr. Dickenson was married at Memphis, Tenn., to Martha Louise Harrison. They had two children: Mary Louise (Mrs. Paul Lake) and William B., Jr. Mary



WILLIAM A. DICKENSON

Louise was graduated from the Florida State College for Women in 1925 and William B., Jr., received an LL.B. degree from the University of Florida in 1937. He is now a member of the firm of Hill, Hill & Dickenson.

William B. Dickenson, Sr., died May 2, 1942.

LOUIS WOHL

Louis Wohl was born in Yassi, Roumania, June 1, 1865, the son of Isidor and Leah Wohl. His father was a distiller.

Louis was educated in schools of Yassi and in 1888, when 23 years old, he emigrated to the United States and landed in New York. There he worked at odd jobs for three years and at the same time attended night schools to learn the English language. He filed citizenship papers on May 21, 1892, and became a naturalized citizen in Savannah, Ga., on April 3, 1900.

On August 10, 1891, Mr. Wohl was married in New York to Toba Malka Kasriel, also a native of Roumania. Immediately thereafter he moved to Savannah and for several years earned his living there as a peddler. While in Savannah, Mr. and Mrs. Wohl had three children: Elizabeth, born September 18, 1893; Joseph, born November 21, 1894, and Clara, born March 16, 1897.

When war between the United States and Spain became imminent, Mr. Wohl left Savannah with his family and moved to Port Tampa where he started a general merchandise store. A year or so thereafter his place of business was destroyed in a fire which wiped out a large part of the Port Tampa business section and Mr. Wohl



LOUIS WOHL

moved to Ybor City and established at 1520 7th Avenue a small "racket store," handling thousands of small household items, notions, hardware and toys, and countless other articles. As was customary with many merchants in those days, the Wohls had their store in the front part of the building and lived in the back. While at this location, three more children were born: Charles, January 10, 1902; Isidor, October 31, 1903, and Sarah Rebecca, March 17, 1905.

The small "racket store" started by Mr. Wohl grew steadily and as his sons grew up they were taken into the firm as partners. New lines and items were added and the concern, now known as Louis Wohl & Sons, has become one of the largest firms of its kind in South Florida, selling a wide range of supplies to hotels, restaurants, hospitals and institutions. The firm's display rooms and offices are now located in its own building at 1705 16th Street, adjacent to its large warehouse on the railroad.

Mr. Wohl was a director of the old Bank of Ybor City, a charter member of Congregation Rodolph Sholom, of which he was honorary president until the time of his death; a charter member of Centro Espanol; a member of the Y.M.H.A., of Tampa, and belonged to the B'nai B'rith and also to the Zionist organization. Mrs. Wohl died December 26, 1925, and Mr. Wohl December 28, 1933.

Joseph Wohl married Rebecca Goldberg, of Tampa, and is active in the firm of Louis Wohl & Sons. He is a director of the Broadway National Bank, a director of the Old Peoples Home, belongs to the B'nai B'rith, Masons, Scottish Rite, and is a Shriner. He was also a director of the American Red Cross of Tampa and is a director of Congregation Rodolph Sholom and an Elk. He served during World War I and is a member of the American Legion, Marcelo Gonzalez Post No. 73.

Isidor Wohl is also an active member of the firm of Louis Wohl & Sons. He is treasurer of the Boys Club of Tampa, vice-president of Congregation Rodolph Sholom, belongs to the Masons, Scottish Rite and Shrine, and also is a member of B'nai B'rith. He married Esther Simon, of Wilkes Barre, Pa., and has two children, Tanya Myra and James Louis.

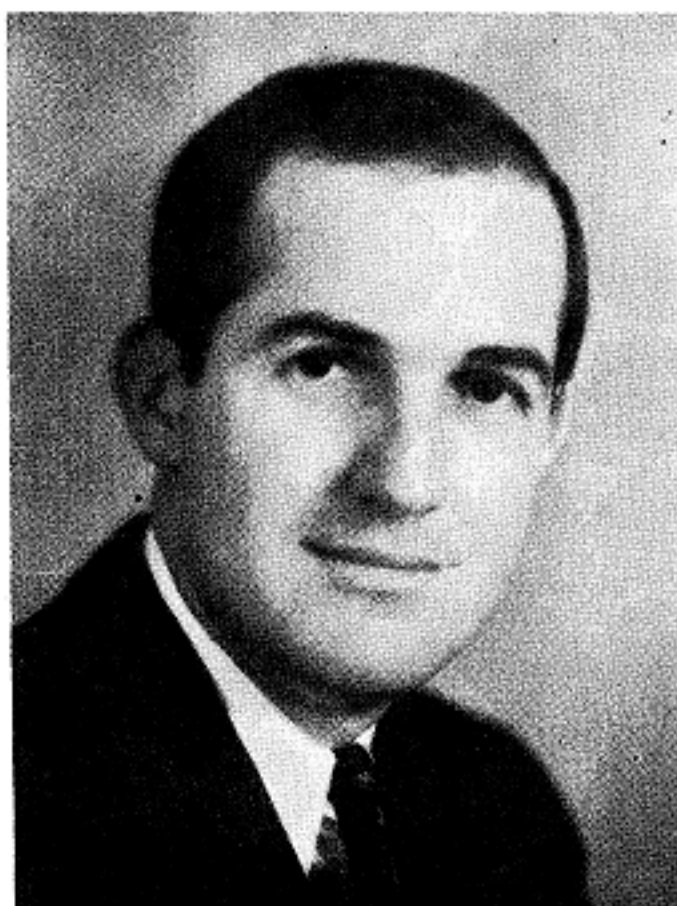
Elizabeth Wohl married Abraham R. Berger, of Atlanta, Ga., and has a son, Melvin Wohl Berger.

Clara and Sarah are active in the firm of Louis Wohl & Sons. Sarah married Max M. Juster, of Minneapolis, Minn.

WILLIAM JAMES BARRITT, JR.

William James Barritt, Jr., was born in Tampa January 12, 1903, the son of William James and Blanche I. (Danhauer) Barritt (q.v.). He was graduated from Hillsborough High School in 1921, studied one term at Emory University, Atlanta, Ga., and then completed a course at the Eastman Business College, Poughkeepsie, N. Y.

Becoming connected with the Poinsettia Dairy Products, Inc., when a youth, Mr. Barritt worked in both the plant and office, learning all phases



WILLIAM JAMES BARRITT, JR.

of the business. He had become vice-president and treasurer of the company when it was acquired in August, 1943, by the Borden Company. Following the merger he was made president of the Florida division of the Borden Company. He still holds that position and is also chairman of the board of the company's district which includes Florida, Georgia and Alabama.

Mr. Barritt has been vice-president of the Confidential Loan & Mortgage Co., Tampa, since 1939. He is a director of the Tampa Chamber of Commerce, Y.M.C.A., Children's Home of Tampa, and Hillsborough County Taxpayers Association; is a former director of the Community Chest, Family Service Association, and Southern Association of Ice Cream Manufacturers; is a past president of the Kiwanis Club; is a member of the advisory committee of the Tampa Boys' Club; was general chairman of the United War Chest Drive in 1943, and is a member of the Palma Ceia Golf Club and Sigma Chi fraternity.

On February 15, 1927, Mr. Barritt was married to Edna I. McDuffie. They have three daughters: Barbara Ann, born June 3, 1938; Edna Sue, born June 7, 1940, and Nancy Jean, born November 28, 1944.

JOHN ANTHONY GRIMALDI

John Anthony Grimaldi was born in Naples, Italy, November 31, 1859. He was graduated with a degree in engineering from the University of Naples and was a highway contractor until he left Italy and came to the United States.

Arriving in New York early in 1886, he could not find work as an engineer and became a barber

and later a notary public. He became a naturalized citizen in Quincy, Mass., on August 11, 1893. In 1895, he left Massachusetts because of his health and came to Ybor City, where he opened a barber shop. Soon afterward he sent for his family, which had remained in Massachusetts.

In 1896, Mr. Grimaldi sold his barber shop and opened a general dry goods store, operated by his wife, and a notary public office. He also sold railroad and steamship passenger tickets and became one of the few commission agents of the Seaboard. In 1910 he went into the insurance business. He was a director of the Bank of Ybor City from 1905 to 1928.

Mr. Grimaldi was one of the first presidents of the Italian Club and in 1910 organized a second Italian Club, becoming its first president. He was followed by his oldest son, S. A., and the office is now held by his youngest son, A. J.

Mr. Grimaldi retired from business in January, 1931, and died April 9, 1931. His children now living are: Simon A., born January 4, 1892; Ernest R., born November 22, 1892; Dr. Americo J., born June 16, 1897; Anthony J., born January 11, 1904; Mrs. Joanna G. Ferlita, born August 20, 1908, and Mrs. Theodora G. Scotty, born August 1, 1910.

ANTHONY JOSEPH GRIMALDI

Anthony Joseph Grimaldi was born in Tampa on January 11, 1904, the son of John A. and Mary Stella (Ardolino) Grimaldi. The family came to Tampa in 1894.

He attended public schools in Tampa and later studied law at the University of Tampa. When twelve years old he started working in dry goods



ANTHONY JOSEPH GRIMALDI

stores on E. Broadway and later, while attending Junior High School, was interpreter in Hillsborough County courts. In 1923 he entered the fire insurance business, becoming a junior partner with his father and brother, Simon A., in the firm of Grimaldi & Grimaldi. In 1931 he was made city ticket agent in Ybor City for the Seaboard Air Line Railroad.

Mr. Grimaldi was elected to the board of directors of the Columbia Bank of Ybor City in 1931 and since 1940 has served the institution as president. He is also president of Grimaldi & Grimaldi, having purchased the interest of his father and brother, and is still city ticket agent for the SAL. During World War II he served as chairman of the local draft board.

He is president of Societa M. S. "Italia," and member of the Italian Club, Centro Espanol, Centro Asturiano, Cuban Club, One Thousand Club of America, Tampa Chamber of Commerce and Ybor City Chamber of Commerce, Tampa Executives Club, American Institute of Banking, Rotary International, and Tampa Yacht and Country Club. He is a member of Hillsborough Lodge No. 25, F.&A.M., a 32nd degree Mason, and a member of Egypt Temple Shrine, and Independent Order of Odd Fellows.

On January 2, 1926, Mr. Grimaldi was married to Rose E. Sanchez. They have three children: John Andrew Rainier, born November 15, 1926; Mary Stella, born October 15, 1928, and Anthony Julio, born July 5, 1933.

GIUSEPPI C. (JOSEPH) GUAGLIARDO

Giuseppi C. (Joseph) Guagliardo was born in Santo Stefano, Sicily, on April 5, 1870, the son of Salvatore and Josephine (Cicarello) Guagliardo.

Coming to Tampa with his family in 1904, Mr. Guagliardo became a cigar maker and followed the trade until 1922. In that year he bought two cows and started a small dairy on 40th Street, his first deliveries, made with a horse and buggy, totalling seven quarts and two pints daily.

From that small beginning, Mr. Guagliardo, aided by his sons, built up one of the largest independently owned dairies in the entire state, Florida Dairy, Inc. Today the company makes deliveries with a fleet of 64 trucks, owns a large, modern processing and bottling plant, and obtains part of its milk from its 2,000-acre dairy farm at Limona from a herd of 600 dairy cattle, rated as the largest herd on the West Coast.

The development of Florida Dairy, Inc., has been due to Mr. Guagliardo's initiative and courage and also to the fact that his sons worked with him from the beginning to make the enterprise a success.

Three of his sons, Salvatore, better known as Sam; Nelson, and Paul, had followed in their father's footsteps and also become cigar makers. When the dairy was started, they continued at their trade and put all their savings into their father's business. Later, all three gave up cigar making and took an active part in the dairy, Nelson in 1923, Sam in 1924 and Paul in 1925. They handled the deliveries while their father handled the processing of the milk. In 1936, James, the youngest son, also joined the business.



GIUSEPPI C. (JOSEPH) GUAGLIARDO

Mr. Guagliardo retired in 1942 but continues to spend much of his time on the Limona farm. At present, Sam is president and general manager of the dairy, Paul is secretary and James is treasurer. Nelson died on June 15, 1948. Proof that the entire family is united behind the dairy is furnished by the fact that members of the third generation of Guagliardos are learning the business.

Mr. Guagliardo was married on October 19, 1891, to Vicenta Favata. They had nine children who lived to maturity: Salvatore, born May 31, 1893; Nicalla (Mrs. J. Barttoli), who died in 1919; Nelson, born June 3, 1898; Paul, born November 11, 1900; Josephine (Mrs. E. Valenti), born November 15, 1902; Rosalie (Mrs. F. Cannella), born March 14, 1905; Angelina (Mrs. J. Barcellona), born July 22, 1908, who died in 1934; Frances (Mrs. M. A. LaBarbera), born February 2, 1911, and James, born December 28, 1912.

Salvatore (Sam) Guagliardo was married on July 4, 1914, to Maria Reina. They have two children: Vivian, born May 24, 1920, and Joseph R., born October 27, 1927.

Nelson was married on September 24, 1922, to Nina Castellano. He was survived by his widow and three children: Joseph C., born November 23, 1923; Vivian (Mrs. S. Cappello), born June 16, 1926, and Nicolas, born January 1, 1936.

Paul was married on July 29, 1930, to Catherine LaBarbera. They have two sons: Joseph L., born April 28, 1931, and John, born March 3, 1934.

James was married on July 11, 1937, to Mary Reina. They have two daughters: Sylvia, born March 6, 1939, and Shirley Jean, born July 17, 1946.

JOSEPH STARKE MIMS

Joseph Starke Mims, the son of Jesse Castillion and Lula (Wingate) Mims, was born in Bartow, Fla., December 13, 1883. His father was born in Texas in 1847 and came to Florida as a youth, where he served in the Confederate Army. His mother was born in Brooksville, Fla., in 1861.

Mr. Mims was educated at Summerlin Institute, in Bartow, and the Florida Commercial and Tampa Business Colleges of Tampa.

In May, 1906, Mr. Mims was employed as general accountant for the TAMPA TRIBUNE. In 1914 he was elected vice-president and secretary of the corporation and was appointed business manager of the newspaper. In 1925, when Col. W. F. Stovall sold the TRIBUNE to a group of Tampa business men, he was appointed general manager. He retained this position when the newspaper was sold to S. E. Thomason and John Stewart Bryan in 1927.

When Mr. Thomason died in March, 1944, Mr. Mims was elected president of the Tribune Company and was appointed publisher of the TAMPA TRIBUNE, which positions he held until he retired on July 1, 1949.

Mr. Mims is a member of the First Presbyterian Church of Tampa, where he has served as a deacon continuously for the past thirty-five years. He is a trustee of the University of Tampa, director of the Tribune Company, director of the Florida State Fair & Gasparilla Association, member of Ye Mystic Krewe of Gasparilla, the Tampa Yacht & Country Club and the University Club of Tampa.



JOSEPH STARKE MIMS

On October 6, 1906, Mr. Mims was married to Josephine Esther Beatty, of Savannah, Georgia. They have a daughter, Betty-Jo, who is the wife of Paul M. Hance.

HENRY C. HOLMES

Henry C. Holmes was born in Clinton, N. C., May 7, 1894, the son of Richard Clinton and Fanny (Chester) Holmes. The family came to Tampa in 1904. He attended Tampa schools, was graduated from the Hillsborough High School, and attended the University of Florida two years.

After leaving college, Mr. Holmes was a partner in the Holmes-Martin Wagon Company for about two years, was with the Florida Citrus Exchange, and, still later, was assistant manager of the local Western Union office. During World War I he served as ensign in the U. S. Navy and saw active service on submarine chasers.

After the war, he became connected with the L. Beman Beckwith Company, agents for Hudson and Essex automobiles. He became vice-president and general manager of the concern in 1926 and in 1930 the firm name was changed to the Beckwith-Holmes Co. Mr. Beckwith's interest in the company was purchased by Mr. Holmes in 1939 but the firm name was retained. Besides being president of the Beckwith-Holmes Co., which now has the Hudson agency, Mr. Holmes is also president of the Packard-Tampa Motor Company.

Mr. Holmes is a member of the Tampa Chamber of Commerce, Tampa Yacht and Country Club, Palma Ceia Golf Club, and St. Andrews Episcopal Church.

On November 19, 1919, Mr. Holmes was married to Almeria Lykes Turman, daughter of Solon B. and Matilda (Lykes) Turman. They had two children: Henry C., Jr., and Almeria Lykes (Mrs. Park Wright, III). Mrs. Holmes died in 1924 and on October 22, 1926, he was married to Miss Helen Freeman, of Tampa. They have two children: Richard Clinton and Helen Freeman.

LEMUEL ROBERT WOODS

Lemuel Robert Woods was born at Fernandina, Fla., September 12, 1869, the son of Robert H. Woods, a retired U. S. Navy lieutenant, and Mary Elizabeth (Wilson) Woods. He was educated in Fernandina schools and the East Florida Seminary, now the University of Florida.

After leaving school, he started working for the Standard Fertilizer Company, of New Orleans, as Florida representative. But he wanted to see more of the world and soon joined the National Cash Register Company to be its representative in Scotland and England.

Mr. Woods returned from England in 1903 and lived a few months in Gainesville. Having become interested in the fertilizer business and seeing the possibilities of agriculture on the West Coast, he then went to Palmetto where he opened the Manatee Fertilizer Company. His plant moved to Tampa in 1905 and the name changed to the Gulf Fertilizer Company. The



LEMUEL ROBERT WOODS

plant was built on the site of the present Union Station.

At that time little experimental work was being done either by the state or federal government to help growers improve crops and Mr. Woods persuaded the U. S. Department of Agriculture to work with him in making citrus and agricultural fertilizer experiments on his grove and farm at Sulphur Springs. The place is now River Bend Manor. As a result of the experiments, Mr. Woods perfected fertilizers which have helped greatly in improving Florida crops. Incidentally, the first ship to dock at Tampa estuary brought a solid boatload of potash from Germany for his company.

In 1917 Mr. Woods expanded his plant and, foreseeing Tampa's growth, decided to move farther from the center of town. The new plant was built in its present location at 35th Street and the Atlantic Coast Line Railroad. The company's business continued to grow rapidly, and in 1928 the plant's capacity was doubled with the erection of a larger modern building.

In 1938 Mr. Woods' company built a large modern fertilizer-mixing plant located on deep water at Port Everglades, near Ft. Lauderdale, Florida. This new plant was erected to better serve agriculture on the lower East Coast of Florida.

A member of the city park board for many years, Mr. Woods had a part in preserving much of Tampa's natural beauty in the park areas. In his earlier years he was active in many organizations. He was a charter member of the Tampa Rotary Club and of the Palma Ceia Golf Club, a former member of Tampa Yacht and Country

Club, Gasparilla Krewe, Tampa Board of Trade, National Fertilizer Association, Independent Fertilizer Manufacturers, and others. He was a member of St. John's Episcopal Church.

Mr. Woods was married in England in 1902 to Clara Ellen Phillips, of Gainesville. They had two children, Lem P. Woods and Fred J. Woods, who are vice presidents of the Gulf Fertilizer Company. Mr. Woods died October 18, 1949.

LEMUEL PHILLIPS WOODS

Lemuel Phillips Woods was born in Reading, England, on October 30, 1903. His parents, Lemuel R. and Nell Phillips Woods, were native born Floridians, and they returned to Florida with him when he was six weeks old.

After attending public schools in Tampa, he took his preparatory work at the Tome School, Port Deposit, Md., and Porter Military Academy, Charleston, S. C. He then went to the University of Florida, and upon completing four years there, traveled both in the United States and Europe before coming home to enter business.

While at the University of Florida, he was active in a number of campus organizations; among these were the Alpha Tau Omega Fraternity, Black and White Mask, and Blue Key.

He was elected to the board of directors of the Gulf Fertilizer Company in April, 1925. In April, 1926, he was elected secretary of the corporation; in December, 1935, vice-president; and in December, 1949, chairman of the board. He is also interested in citrus culture and owns and operates groves.



LEMUEL PHILLIPS WOODS

In addition to his business activities, he has been active in a number of organizations, helping to promote the agricultural interests of the state. He has served for some years as a member of the advisory committee of the Florida office of the Reconstruction Finance Corporation; as a director and treasurer of the Florida State Horticultural Society; a director of the Florida Agricultural Research Institute; president of the Pomello Drainage District, and president of the Southwest Tampa Storm Sewer Drainage District.

Locally, he has served as a member of the City Election Board; president and director of the Rotary Club of Tampa; director of the Tampa Chamber of Commerce; director of the Davis Islands Civic Association; president of the North Interbay Special Fire District. He has served as a director of the Palma Ceia Golf Club; Tampa Yacht and Country Club; Ye Mystic Krewe of Gasparilla, and has also been King of that organization; president and director of the Merry-makers Club of Tampa; vice president of the Jesuit High Dad's Club. Other directorates held by him have been in the Tampa Chapter of American Red Cross, Tampa Seamen's Church Institute, Salvation Army of Tampa, and Tampa Y. M. C. A. He is also a member of the University Club of Tampa, a life member of Holyrood Lodge, F. & A. M., is a member of and has served on the Vestry of Saint John's Episcopal Church.

He married Julia Banks Webb, of Asheville, North Carolina, on June 17, 1931, and they have two children, Lemuel Phillips Woods, Jr., and Robert Todd Woods.

FREDERIC J. WOODS

Frederic J. Woods was born at Tampa, Florida, on January 17, 1907, son of Lemuel R. and Clara Ellen (Phillips) Woods (q.v.). He received his early education in Tampa schools, Porter Military Academy, and Culver Military Academy. He attended the University of Florida.

He started as a clerk with the Gulf Fertilizer Company, February 1, 1926; was elected treasurer of this company in 1928; vice-president and treasurer in 1935; and president in 1949.

He has served the fertilizer industry in many capacities, including as a director of the American Plant Food Council, Inc., and chairman of that organization's Executive Committee; as a director of the National Fertilizer Association and as vice chairman of that association; as a director and president of the Florida Agricultural Research Institute, and as chairman of the Fertilizer Division of the State Defense Council. During the war he was the only member from Florida of the Industry Advisory Committee to the Department of Agriculture. He is a director of Fertilizer Industries, Inc., and also a director of the Exchange National Bank of Tampa.

His civic and social activities have included: director and president of Tampa Traffic Association, director of Tampa Chamber of Commerce, director of Florida State Fair Association, director of Southwest Florida Blood Bank, director and president of the University Club of Tampa, director and president of Palma Ceia



FREDERIC J. WOODS

Golf Club, director of Tampa Yacht & Country Club, director of Forest Hills Country Club, director and first lieutenant of Ye Mystic Krewe of Gasparilla, and director and president of Tampa Golf Association. He has served for many years as a member of the Board of Pilot Commissioners for the port of Tampa.

He attends and has served as a member of the vestry and building committee of St. John's Episcopal Church.

He was married May 31, 1929, at Bartow, Florida, to Dorothy Elizabeth Wilson and has two children, Nancy Lee and Fred J. Woods, Jr.

ROBERT E. L. CHANCEY

Robert E. Lee Chancey was born December 16, 1880, in Offerman, Ga., the son of Lewis W. and Isabell (Bennett) Chancey. He attended high school at Jessup, normal school at Athens, Ga., was graduated from Abbeville (Ga.) Normal School in 1900 and received his LL.B. degree at Mercer University in Macon.

Mr. Chancey came to Tampa September 5, 1905, and was a law partner of M. B. Macfarlane for eight years. He served as county solicitor from 1916 to 1921 and again from 1923 to 1929. In 1931 he was elected mayor during a hotly contested campaign and served twelve years, during the entire depression period, being re-elected twice. (See Chapter XII.)

On October 10, 1906, Mr. Chancey was married to Miss Jennie E. Cortino, of Orlando. He died June 1, 1948, and was survived by his widow and a son, William B.

EUGENE HOLTSINGER

Eugene Holtsinger, pioneer developer of the Bayshore section of Tampa, was born in Dandridge, Tenn., July 7, 1868, the son of George W. Holtsinger. He was educated at Maury Academy, in Dandridge, and when 18 years old taught school at Shady Grove, Tenn. Later he studied law and was admitted to the Tennessee bar before he was 21. Before he became of age he also served as clerk of the chancery court at Dandridge during the illness of his grandfather who was then the clerk.

After being admitted to the bar, Mr. Holtsinger practiced law in Dandridge in the office of the law firm of Pickle, Turner & Holtsinger who had their main offices in Knoxville. He was the attorney for the Southern Railroad for many years.

Shortly after the turn of the century Mr. Holtsinger acquired large tracts of timber lands in southern Georgia and Florida and in 1904 moved to Wauchula, Fla., where he established a turpentine still and large mill and organized the Wauchula Manufacturing Company for making citrus and vegetable crates.

Retaining his interests at Wauchula, Mr. Holtsinger came to Tampa in 1905 and for a short time was a law partner of John P. Wall, Jr. Thereafter he devoted almost all his time to the real estate and investment business.

In 1906 Mr. Holtsinger entered into partnership with A. R. Swann, of Dandridge, whom he had persuaded to come to Tampa, and they formed the firm of Swann & Holtsinger. The firm purchased the Morrison Grove property in the



EUGENE HOLTSINGER

Hyde Park section and 52 acres adjoining, along the waterfront, and proceeded to develop Suburb Beautiful, converting mud flats into the finest residential district of the city. (See Chapter X.) Bayshore Drive, the forerunner of Bayshore Boulevard, was created during the development work. Mr. Holtsinger was in active charge of all operations.

To fill in the low lands along the waterfront, Mr. Holtsinger had a dredge constructed in Tampa and organized the Hillsborough Dredging Company. Later other dredges were acquired and the company handled many dredging contracts in the Tampa Bay region. One of the dredges, the *Holtsinger*, was used in the development of the waterfront at Sarasota.

Mr. Holtsinger was the founder of the Cosmopolitan Bank & Trust Company which later was sold to the Bank of Ybor City. He also took a leading part in the development of Sulphur Springs and was one of the principal backers of the Tampa & Sulphur Springs Traction Company (q.v.). Foreseeing Tampa's future harbor development, he purchased a large tract in 1909 which now is the main section of the Estuary. Becoming one of Tampa's most active builders, he constructed hundreds of homes in Suburb Beautiful, West Tampa and Ybor City.

During the business recession of 1915, at a time when the activities of Swann & Holtsinger were greatly extended, the firm suffered severe financial reverses and was thrown into the hands of a receiver. Mr. Holtsinger, one of the most far-sighted developers in Tampa's history, lost heavily. Weakened by a long illness, he died December 14, 1916.

Mr. Holtsinger was survived by his widow, the former Miss Mary E. Meek, of Strawberry Plain, Tenn., whom he had married on July 14, 1892, and by three sons: Edgar, George and Clarence.

SALVADOR JOSEPH FERLITA

Salvador Joseph Ferlita was born in Tampa on October 7, 1905, the son of Gaetano and Rosina (Ferrara) Ferlita. He was educated in Tampa schools and was graduated from the high school department of the College of the Sacred Heart in June, 1924. In high school, he was a letter man on the football team.

Soon after graduating, he became connected with the First National Bank and worked in many departments, becoming head bookkeeper. He completed many night courses in banking fundamentals given each year by the Tampa chapter of the American Institute of Banking to enable local bank employees to gain a better knowledge of banking.

In April, 1933, following the legalization of 3.2 beer, he left the banking business to join his father and resume the distribution of Schlitz beer which the family had had since 1908. His father died on July 17, 1934, and he has continued as Schlitz distributor as president and general manager of G. Ferlita & Sons, Inc.

In the fall of 1946, Mr. Ferlita saw the need of a bank in the fast growing western section of Tampa and he took an active part in the founding and organization of the State Bank of West



SALVADOR JOSEPH FERLITA

Tampa which was opened November 1, 1946, with Mr. Ferlita as president and chairman of the board of directors.

Mr. Ferlita is affiliated with the Greater Tampa Chamber of Commerce, Ybor City Chamber of Commerce, West Tampa Chamber of Commerce, Lions Club, Unione Italiana Club, and the Tampa Y.M.C.A.

On June 23, 1943, Mr. Ferlita was married to Mildred Porter, of Dothan, Ala.

ROY COTARELO

Roy Cotarelo was born in Tampa February 27, 1905, the son of Segismundo and Rose (Lo Re) Cotarelo. He attended local schools, was graduated from Hillsborough High School in 1922, and studied at Tampa Business College.

In 1923, Mr. Cotarelo started working for the Latin-American Bank, now the Broadway National Bank, as a bookkeeper. He later was made assistant cashier, cashier, vice-president, and in January, 1950, was named president of the institution.

Mr. Cotarelo has been active in civic affairs in both Ybor City and Tampa. He is a member of the Tampa Utility Board, a member of the advisory board of the Boys' Club of Ybor City, a member and past treasurer of the Ybor City Chamber of Commerce, a former member of the City of Tampa Library Board, a former member and chairman of the board of trustees of the Tampa district school board, and a former secretary of the Pilot Commissioners Tampa Bay Area. He was active in Boy Scout work for a number of years. He is a Mason, a member of Egypt Temple Shrine, and Optimist Club.



ROY COTARELO

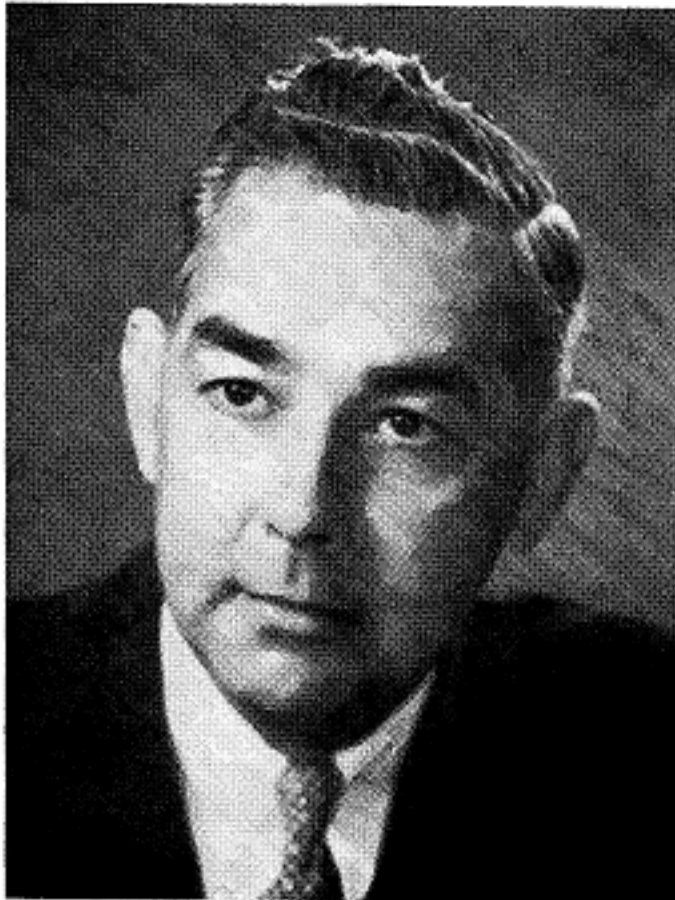
On September 15, 1932, Mr. Cotarelo was married to Ruby Gore, of Tampa. They have two children: Roy G., born October 7, 1933, and Betty Rose, born November 9, 1934.

CELESTINO C. VEGA, JR.

Celestino C. Vega, Jr., was born in Chicago, January 22, 1905, the son of Celestino and Carolina Vega. He received his early education at Jesuit High School, Tampa; was graduated from high school at Spring Hill Preparatory, Mobile, Ala., in 1922; received BA degree at Georgetown University, Washington, D. C., in 1926; studied law at Yale University, 1927-28, and received a law degree from the University of Florida in 1930.

Mr. Vega is attorney for the Broadway National Bank, Tampa; Overlord, Inc., owners and operators of the Tampa Terrace Hotel; Larroc, Inc., owners and operators of the Embassy Apartment Hotel; Centro Espanol de Tampa, and is legal advisor to the Cuban consulate at Tampa. He was secretary of the State Racing Commission, 1941-42—resigned to enter military service. He volunteered June 25, 1942, and received a captain's commission in the U. S. Air Force. He had over two years' foreign service and retired February 16, 1946, as a lieutenant colonel. He was awarded the Bronze Star.

Mr. Vega is a trustee of the University of Tampa and is a director of the Broadway National Bank of Tampa, Overlord, Inc., Larroc, Inc., Pan American Commission of Tampa, and Boys Club of Tampa. He is president and director of the Sunshine Park Racing Association.



CELESTINO C. VEGA, JR.

He was first executive secretary of Hillsborough Young Democrats, is vice-president of Centro Espanol de Tampa, and is a member of the Hillsborough County and Florida State bar associations, Ye Mystic Krewe of Gasparilla, Tampa Yacht and Country Club, Merrymakers Club, and St. Petersburg Yacht Club. He is a member of the Catholic Church.

Mr. Vega is married to Sylvia Corral and has two children, Milo A. and Sylvia Maria.

ALFRED REUBEN SWANN

Alfred Reuben Swann was born at Sandy Ridge, near Dandridge, Tenn., September 24, 1843, son of John and Sarah (Austell) Swann. He was a descendant of Thomas Swann who patented Swann's Point, Virginia, in 1638 on his arrival from England.

Mr. Swann was attending Maurey Academy in Dandridge when the Civil War started. He enlisted immediately and served until May 3, 1865.

When the war ended, Mr. Swann returned to the family plantation and rehabilitated it, specializing in the raising of live stock. He also purchased and rehabilitated the famous Beaver Dam plantation. Later he greatly extended his interests, becoming identified with banks, railroads and business institutions.

Coming to Tampa in 1905 as a winter visitor, Mr. Swann was persuaded by Eugene Holsinger to take a leading part in the development of land south of Hyde Park, the shore line of which was nothing but dreary sand flats. The Swann & Holsinger Company was formed and the development of Suburb Beautiful was started, Mr.

Holsinger directing the operations and Colonel Swann, investing heavily in the project. More than a mile of seawall was built and Bayshore Drive was opened, making Suburb Beautiful one of the finest residential sections of the city. (See Chapter X.)

Colonel Swann was one of the first to realize that Tampa would have to have greater port facilities than those provided by the Hillsborough River and the Hendry & Knight Channel. Therefore, he bought the estuary in 1909, before the government made any appropriation for its development. This section, then nothing but marsh land, finally was developed into Tampa's harbor. (See Chapters IX, X and XI.)

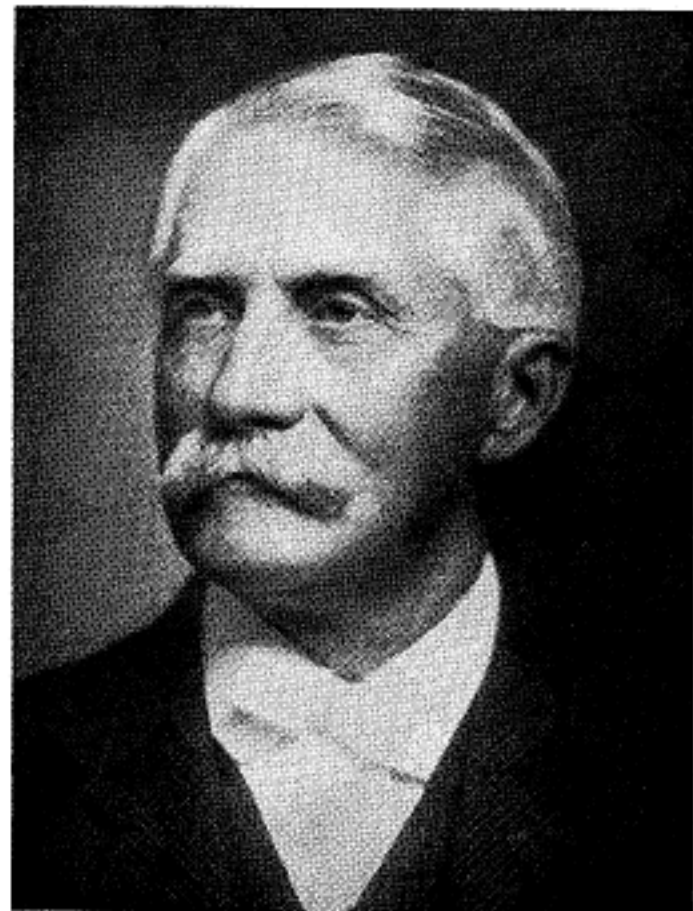
Colonel Swann organized the French Broad Street Baptist Church at Oak Grove, near Dandridge, Tenn., and made large donations to the endowment fund of Carson-Newman College, at Jefferson City, Tenn., of which he was a member of the board of trustees for many years.

On June 16, 1881, Colonel Swann was married to Sarah Frances Burnett. They had eight children: Jane (Mrs. James S. Floyd), Jesse (Mrs. Lamar Rankin), James T., Katherine (Mrs. Claude H. Estes), Alfred A., Frances (Mrs. W. B. Taylor), Tom B., and Sarah, who died in 1918.

Colonel Swann died April 9, 1926, at Dandridge.

JAMES T. SWANN

James T. Swann was born in Dandridge, Tenn., November 19, 1886, the son of A. R. and Fannie B. (Burnett) Swann (q.v.). He was educated at Swannsylvania Academy, Jefferson County, Tennessee; Carson and Newman College, where he



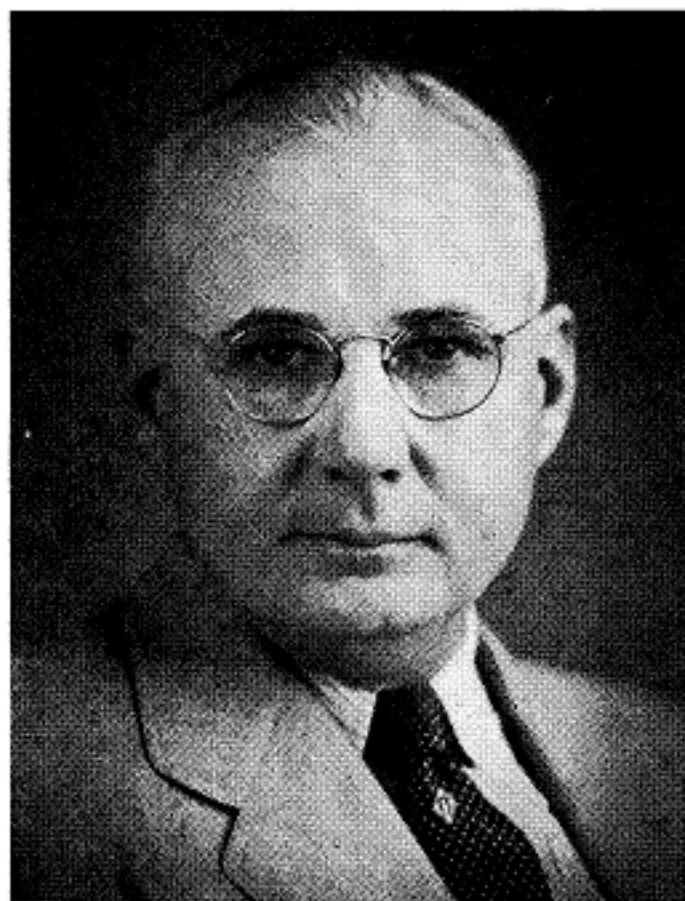
ALFRED REUBEN SWANN

played three years on the varsity football team and served as captain one season, and Harvard University, from which he was graduated in 1910 with an A.B. degree.

After leaving Harvard, Mr. Swann went to Florence Villa, Fla., and was engaged in the citrus business for about six months. In the fall of 1911 he came to Tampa. During the next two years he was engaged principally in the sale of residential lots in Suburb Beautiful, then being developed by Swann & Holtsinger. (See Chapter X.) He personally sold practically all the lots fronting on Bayshore Boulevard.

In 1914, Mr. Swann took over the management of the Inter-State Investment Company, organized to develop and sell the Estuary and he has remained in active charge of this company ever since. (See Chapters X and XI.) He is also president of the Swann Securities Company, the Swann Products Company, and the Swann Grove Company.

Mr. Swann served as president (1928-29) of the Tampa Chamber of Commerce; president (1921) of the Palma Ceia Golf Club; vice-president (1922-23) Rotary Club; president (1926-49) and is now president emeritus of Florida Amateur State Golf Association. He is a director of the Florida State Fair and Gasparilla Association, and a trustee of the University of Tampa. In 1929 he was a co-organizer and director of the Florida Citrus Growers Clearing House Association. He is a member of the Tampa Real Estate Board, Masonic Lodge, Egypt Temple Shrine, Ye Mystic Krewe of Gasparilla, Harvard Club, University Club, Tampa Yacht and Country Club, Sigma



JAMES T. SWANN

Alpha Epsilon Fraternity, and First Baptist Church.

On November 4, 1914, Mr. Swann was married to Mary Cotter Lucas, of Tampa. They have two children: Mrs. Mary Frances McKnight, Jr., and James T. Swann, Jr., who was decorated with the Legion of Merit award during World War II. They also have four grandchildren: James Swann McKnight, born December 6, 1941; Mary McKnight, born August 3, 1945; Kathleen Binnicker Swann, born February 25, 1946, and James T. Swann, III, born May 5, 1948.

Mrs. James T. Swann was queen of Gasparilla in 1914; her daughter, Mary Frances, was queen in 1938, and James T. Swann, Jr., and his wife-to-be, Ruth Binnicker, were king and queen at the same time in 1941 and reigned until the Gasparilla carnivals were resumed after the war.

ALFRED COLQUITT WARREN

Alfred Colquitt Warren was born on a plantation at Kidd's Mill, south of Albany, Ga., the son of Major Whitfield and Laura P. (Wimberly) Warren. When he was three years old the family, consisting of a sister, Harriet Bun Warren, and George Clarence and Fred Larver Warren, moved to Atlanta.

Mr. Warren spent most of his boyhood on his grandmother's plantation in Twiggs County, Georgia. There he attended a country school, riding a mule in company with his two first cousins. When nine years old he started working for D. C. Dougherty's general merchandise store in Atlanta as a cash boy, making \$8 a month and living with his uncle, Governor Colquitt, at "The Mansion."

At sixteen years of age, Mr. Warren stood the civil service examination and was appointed mail clerk on the Atlanta & West Point Railroad. Later he was placed in charge of mails at Atlanta Union Station where he remained until he came to Tampa in 1906. He then joined his brother, Clarence Warren, and Thomas N. Henderson in buying the Tampa Coca-Cola Bottling Company and helped to make it one of the outstanding concerns of its kind in South Florida. He was president and general manager of the company at the time of his death on June 23, 1946.

Mr. Warren was survived by his widow, the former Frances Fisher, to whom he was married before coming to Tampa while she was attending Agnes Scott College, in Atlanta.

The following memorial to him was adopted by the board of directors of the Tampa Coca Cola Bottling Company shortly after his death:

"Whereas, Mr. 'A.C.', as he was affectionately called by us and our employees, was largely responsible for the success of our business during the long number of years he served as our secretary and treasurer, vice-president, president and general manager, and

"Whereas, throughout his long life he was a vital figure in the growth and development of Tampa and this section of Florida, he perhaps was best known for his generosity to individuals, public and private institutions that needed help. His honesty, his devotion to duty, were an example and inspiration to all. He was most consid-



ALFRED COLQUITT WARREN

erate of others, especially the employes of the company, and thought more of having the work done than of getting the credit. We know that he loved us, toiled for us, fought for us and as a reward he sought none, expected none, save that of the Inner Voice which at the end said 'well done.' He will be ever fondly remembered by those who knew him; may their hearts be filled with gladness because he lived; may their eyes be dimmed with tears because he died."

ALLEN J. SIMMS

Allen J. Simms was born in Fredericton, New Brunswick, Canada, August 4, 1889, the son of Jonothan and Jennie (Forsey) Simms, both natives of Newfoundland.

After attending public schools in Fredericton, he started working at fourteen years of age in the lumber woods of New Brunswick and took part in stream drives on the LeProc River. Two years later he came to the States and attended business college in New Albany, Ind.

Coming to Tampa in 1906, Mr. Simms taught English for six months at the Tampa Business College and then started working for the Tampa Bay Land Company, selling lots in Palma Ceia Park, Keystone Park and Suburb Beautiful. In 1908 he went into business for himself, subdividing and selling Boulevard Heights, north of Ballast Point. When all the property there was sold he engaged in general real estate business until 1915 when he enlisted in the Canadian Army and served with the Royal Canadian Dragoons until the war ended.

Returning to Tampa in 1919, Mr. Simms started developing on a large scale and during the next

six years headed companies which developed and sold New Suburb Beautiful, West Suburb Beautiful, North Suburb Beautiful, and Parkland Estates, totalling more than 400 acres. The companies also constructed 380 homes ranging in cost from \$6,000 to \$20,000. In addition, he built Simms Court, a 58-unit apartment costing \$310,000; the 42-unit Georgia Apartment which cost \$280,000, and the 32-unit De Soto Apartment which cost \$210,000.

Recognizing Tampa's need for a finer hotel than any which then existed, Mr. Simms late in 1925 conceived the idea of constructing the Floridan Hotel. He organized the Tampa Commercial Hotel Company and served as its general manager and secretary. The 18-story structure, then the tallest hotel in Florida, was completed late in 1926 and opened January 15, 1927. (See Chapter XI.) With furnishings, the hotel cost \$1,900,000.

In 1926 Mr. Simms also headed a company which opened Cass Street through to the Union Depot to get a direct route to the Floridan and constructed the Cass Street Arcade at a cost of \$260,000.

While the hotel was under construction, Tampa Developers, Inc., of which Mr. Simms was president, built the Michigan Avenue Bridge at a cost of \$279,000 and developed Michigan Avenue westward to Old Tampa Bay. More than \$1,000,000 was spent on the development.

Following the collapse of the Florida boom, Mr. Simms specialized in the development of orange groves in the lake region of Hillsborough County, marketing more than 500 acres. He also built



ALLEN J. SIMMS

many small business buildings in various parts of Tampa and engaged in general brokerage business. Altogether, during the boom period and afterward, he built more than a thousand structures in Tampa and in the lake region.

At present Mr. Simms is president of Bel-Mar Gardens, Inc., which is constructing 300 homes in the El Parada Avenue section, and also president of Tyrone Gardens, Inc., which is building 500 homes in St. Petersburg.

Mr. Simms is married to the former Thelma Williams, of Tampa. They have three children: William, Maurine and Jane Allyn. By a previous marriage, Mr. Simms has two daughters.

CHARLES H. BROWN

Charles H. Brown was born in Abbeville, Ga., March 12, 1868, the son of William H. and Laura (Roberts) Brown. His family came to Florida in 1870 and located first in Hamilton County and then at Live Oak. There he became a contractor in railroad construction and also dealt in timber lands.

In 1907 Mr. Brown came to Tampa and organized and was president of the Tampa & Gulf Coast Railroad which built to Tarpon Springs in 1910 and to St. Petersburg in 1914. (See Chapter X.) He was one of the founders of the Tampa Bank of Commerce and the Florida Mortgage, Title & Bonding Co., and was one of Florida's largest owners of real estate.

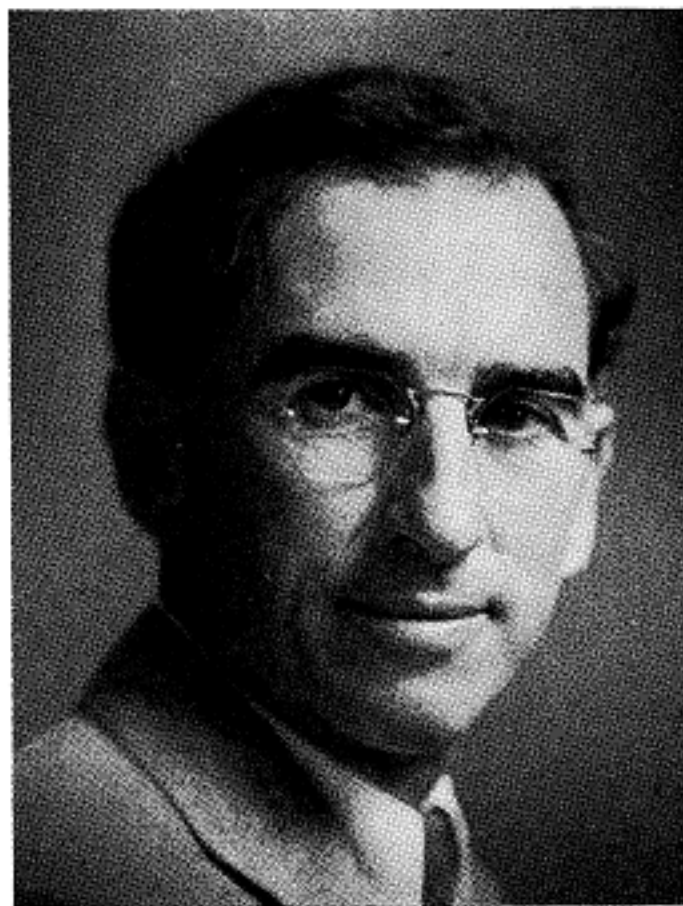
Mr. Brown was the first mayor of Tampa under the commission form of government and served three years. He also was a member of the board of public works and was active in the Board of Trade for many years, being president in 1919. He was married in Suwannee County to Maggie V. Gardner and had five children: Isla B. (Mrs. R. J. Taylor), Karl B., Nellie B. (Mrs. G. H. Davis), Margaret (Mrs. Deland Carlton), and Brownie (Mrs. George King). He died January 17, 1928.

M. LEO ELLIOTT

M. Leo Elliott was born at Woodstock, Ulster County, New York, April 4, 1886, the son of Malachi and Margaret (Tracy) Elliott, both natives of County Westmeath, Ireland. He is one of eight children, four girls and four boys.

Mr. Elliott first attended school in a little one-room mountain school. After flunking the 8th grade, he departed for New York City where he secured a job as office boy with the firm of Welch, Smith & Provot, architects and engineers. He remained with the firm from 1901 to 1906, and during that time received a diploma from the New York Evening High School, attended evening classes at Cooper's Institute, and studied at Don Barber's Atelier.

After a serious illness brought on by overwork and continuous study, he went to Saratoga Springs early in 1906 to recuperate. He then went to Norfolk, Va., where he took a prominent part in designing buildings for the Jamestown Exposition. On the day the Exposition opened he left Norfolk and arrived in Tampa on April 4, 1907, his 21st birthday.



M. LEO ELLIOTT

Mr. Elliott's first work in Tampa was the preparation of competitive designs for the Centro Asturiano Club and Y.M.C.A. building. Both designs won first place and on September 2, 1907, the partnership of Bonfoey & Elliott, Architects, was formed. One of its first important commissions was the Tampa City Hall, won through competitive design. The partnership was dissolved at the start of World War I.

During that war, Mr. Elliott served as an engineer in the construction of 9,500-ton concrete oil tankers for the government in Jacksonville, and helped make the first pour on the *Atlantis*, the first concrete ship to be built at Brunswick, Ga.

Returning to Tampa January 1, 1920, he resumed the practice of architecture under the firm name of M. Leo Elliott, Inc., Architects and Engineers, and with a peak organization of 46 draftsmen, 6 structural engineers, 17 inspectors and a secretarial staff, designed many of the most prominent buildings throughout the state. Since 1924, his work has been confined to educational, public and commercial structures.

During World War II, Mr. Elliott opened an office in Atlanta at the request of Public Housing officials and planned and designed millions of dollars worth of war housing. When the war ended, the firm name was changed to M. Leo Elliott-Eliot C. Fletcher, Architects Associated, with offices in the Penthouse of the Citizens Building, Tampa.

Mr. Elliott is dean of architects in Florida. He was one of the organizers and temporary chairman of the organizational meeting of the Florida Association of Architects in Jacksonville in 1914, and was active in having the Architects' License Law

passed by the State Legislature in 1915. He holds Architect's Registration Certificate No. 5, the lowest active registration, and is a past member of the American Institute of Architects.

He is a member of Hillsborough Lodge No. 25, F.&A.M., Ancient and Accepted Scottish Rite Freemasonry, Egypt Temple Shrine, Tampa Yacht & Country Club, Palma Ceia Golf Club, University Club, Commodore Club, Greater Tampa Chamber of Commerce, Florida State Chamber of Commerce, Rotary Club, Tampa Gun Club, and is "Chief Kingfisher" of the Indians Gun Club, Atlanta. He is a member of St. Andrew's Episcopal Church.

For recreation, Mr. Elliott enjoys golf, hunting and trapshooting. In 1928 he won the Winter Vandalia 100-target Handicap at Eustis, Fla., breaking 100 straight in a windstorm.

On October 26, 1910, Mr. Elliott was married to Beth Thompson, daughter of N. O. and Mary (Coe) Thompson. They had two children: Sheila (Mrs. Rowan Cummins), deceased, and M. Leo, Jr., who is married to Jane Harrison.

H. LESLIE CROWDER

Herbert Leslie Crowder was born in Orlando, Fla., July 24, 1897, the son of Herbert G. and Fannie (Williams) Crowder. He was educated in the public schools of Bartow, Jacksonville, and Tampa, where the family moved in 1907.

After being graduated from Hillsborough High School in 1915, Mr. Crowder worked a short time at Maas Bros. and then for the Seaboard Air Line Railroad, first in the cashier's office and then in the freight department. During World War I he served eleven months overseas with the 29th Engineers, becoming a sergeant.

When the war ended he returned to the Seaboard. In 1920 he went into the insurance business, becoming associated with S. T. Woodward in the Tampa Insurance Agency. Soon afterward he went into partnership with Mr. Woodward and organized the Woodward-Crowder Co. Mr. Crowder has been sole owner of the agency since 1940. The agency sells general insurance and handles mortgage loans. Mr. Crowder is also a director of the Marine Bank & Trust Co. and vice-president of the First Federal Savings & Loan Co.

He has been a director of Ye Mystic Krewe of Gasparilla for many years, is a past commander of the Tampa Yacht and Country Club, treasurer of the University Club, and president of the Exchange Club.

On April 19, 1921, Mr. Crowder was married in Tampa to Lorene Hardee. They have four children: Herbert Leslie, Jr., born August 28, 1927; John (Jack) Hardee, born November 4, 1929, and William Cone and Robert Gaither, twins, born September 21, 1931.

RAY B. CRALLE

Ray B. Cralle was born in Louisville, Ky., January 12, 1891, the son of Samuel Straun and Robina (Steele) Cralle. He attended public schools in Louisville. The family came to Tampa in 1907 and Mr. Cralle started working as a



RAY B. CRALLE

messenger boy for the Atlantic Coast Line Railroad at \$6 a week. He remained with the railroad about a year and then, while still in his 'teens, worked brief periods for the Tampa Hardware Company, the National Packing Company, and in his father's store.

In 1911 Mr. Cralle joined the wholesale grocery department of the Peninsular Naval Stores and during the next three years traveled through South Florida as a salesman for the firm. He then became Florida representative of the Akin-Erskine Milling Co., of Evansville, Ind., and sold flour for that concern throughout the state.

Foreseeing the time when automobiles would revolutionize transportation, Mr. Cralle entered the automobile business in Tampa in 1916 and has remained in it ever since, selling various makes of cars and trucks. He is a director of the Exchange National Bank.

Mr. Cralle has taken an active part in civic affairs for many years and in 1937 was honored with the Civitan Award for outstanding service to the community. He is a past president of the Tampa Chamber of Commerce, was the first president of the Tampa Automobile Dealers Association and the second president of the Florida Automobile Dealers Association, both of which he helped to organize. He is a past president of the Tampa Merchants Association, Family Service Association, the Rotary Club and the Tampa Community Chest; a director of the Florida State Fair and Gasparilla Association, and a past senior councillor of United Commercial Travelers. He is a member of St. Johns Episcopal Church, the Masonic Lodge, Elks, Tampa Rotary Club, and Ye Mystic Krewe of Gasparilla. He helped organ-

ize the West Tampa Boys Club and has been active in the Boy Scouts.

On April 29, 1915, Mr. Cralle was married to Grace K. Houlihan, daughter of William J. and Kate (Murray) Houlihan, formerly of Lexington, Ky. They have two daughters: Jane (Mrs. David R. Hall), and Gracye (Mrs. Louis C. McClure), and four grandchildren: Bonnie Grace Hall, David R. Hall, III, Cralle H. Hall, and Ray Cralle McClure.

JEROME A. WATERMAN

Jerome A. Waterman was born in Hawkinsville, Ga., November 6, 1883, the son of Maurice and Henrietta (Maas) Waterman. He was educated in the public schools of Macon, Ga.; Gresham High School, Macon, and Mercer University, where he received a B.S. degree in 1902.

Mr. Waterman started working for Maas Bros., Inc., in 1907; was made secretary-treasurer of the company in 1915, general manager in 1929, and president in 1935. He has been president and general manager ever since. He is also vice-president of Maas Realty Co.; vice-president, Gulf Life Insurance Co., Jacksonville; director, National Airlines, Miami; president, Ramie Products, Inc., Belle Glade, Fla., and director, Sunshine Motors, Inc., St. Petersburg.

During World War II, Mr. Waterman entered the army air corps as a captain, served three years, and retired from service with the rank of lieutenant colonel. He was interested in aviation long before the war and has held a private pilot's license since 1928. He is a past president of the Tampa Chapter, National Aeronautics Associa-

tion and is a member of MacDill Officers Club and the Wings Club.

Mr. Waterman has been active in community affairs for many years. He is a director of the Florida State Fair and Gasparilla Association, was the first president of the Tampa Advertising Club, is a past president of the Community Chest, has been an officer of Ye Mystic Krewe of Gasparilla, and is a member of the Tampa Yacht and Country Club, Palma Ceia Golf Club, American Legion, 40 et 8, Elks, Masonic Lodge (32nd degree), Egypt Temple Shrine, Jesters, University Club, Bahama Shores Country Club, St. Petersburg, and Army and Navy Club, St. Petersburg.

On September 14, 1922, Mr. Waterman was married to Daisy Guggenheimer, at Lynchburg, Va. Mrs. Waterman died March 8, 1945. She was survived by her husband and two daughters: Cecile I. (Mrs. Marvin Essrig), and Regena Lee.

ESTON NEWTON CROWDER

Eston Newton Crowder was born in Orlando, Fla., November 27, 1892, the son of Herbert Gaither and Fannie (Williams) Crowder, both natives of Baltimore, Md. He was educated in the public schools of Orlando, Bartow and Jacksonville and at business college in Tampa where the family moved in 1907.

After completing his business college course, Mr. Crowder became connected with the wholesale grocery firm of Snow & Bryan, with whom he remained for fourteen years. He then entered into partnership with L. L. Buchanan, at that time vice-president of the Citizens Bank & Trust Company, and formed the real estate firm of Buchanan & Crowder. During the first few years the firm pioneered in the sale of business properties and bay front acreage, including Catfish Point and Gadsden Point.

In 1929 the firm was dissolved and Mr. Crowder incorporated the new firm of E. N. Crowder & Company. Since then the company has been active in real estate, property management, chain store leasing, and in the mortgage loan and insurance business. It represents and is mortgage loan correspondent for the New York Life Insurance Company and the Connecticut General Life Insurance Company. It has been active in making FHA loans in the entire Florida West Coast area for the past ten years and GI loans since the end of World War II.

With his brother, Nathan Leroy Crowder, he operates six citrus groves in Hillsborough and Pasco counties.

Since November 1, 1948, Mr. Crowder has been the vice-consul of Sweden in Tampa.

For the past twenty-five years Mr. Crowder has been keenly interested in aviation and served as the chairman of the committee of the Tampa Real Estate Board which secured all the options for MacDill Field. He is a member of the board of governors of the Tampa Chapter of the National Aeronautics Association and of the aviation committee of the Chamber of Commerce.

Mr. Crowder is a past director of the Tampa Board of Realtors and Tampa Insurers Exchange



JEROME A. WATERMAN



ESTON NEWTON CROWDER

and has been an active member of the state and national organizations of both. He is also a member of the Mortgage Bankers Association, Tampa Yacht and Country Club, Executives Club, Elks Lodge, Hillsborough County Lodge No. 25, F. & A. M.; Tampa Consistory; Egypt Temple Shrine, and Hyde Park Methodist Church.

On November 24, 1915, Mr. Crowder was married to Flora Howard, of Cleveland, Ohio. They have a son, Eston Newton, Jr., who was married on March 1, 1941, to Margaret Ely, of Tampa, and has two children; Catherine Ann, born November 15, 1946, and Margaret Lee, born June 6, 1948.

Mrs. Crowder is vice president of E. N. Crowder & Company, and E. N. Crowder, Jr., is secretary and treasurer.

CARL DAVID BROREIN

Carl David Brorein was born at Buckland, O., November 3, 1895, the son of Jacob Frederick and Cora I. (Butcher) Brorein. He was graduated from high school in Wapakoneta, O., in 1912, studied a year at Oberlin College, Oberlin, O., and was graduated from the University of New Mexico with an A.B. degree in 1917.

During World War I he served twenty-six months in the U. S. Marine Corps, being discharged with the rank of captain in the First Marine Aviation Company.

After the war ended, Mr. Brorein worked a short time as assistant to the manager of the Cerilos Coal Co., Mentmore, N. M., and then came to Tampa to become connected with the Peninsular Telephone Company which he has served as secretary, 1920-23; assistant to general

manager, 1923-26; vice-president and general manager, 1926-38, and president and general manager since 1938.

Mr. Brorein is a past president of, and held other offices in, the Tampa Chamber of Commerce, Florida State Chamber of Commerce, Florida Fair and Gasparilla Association, Tampa Urban League, Hillsborough County Association for the Blind, the United States Independent Telephone Association and the Independent Telephone Pioneers of America, and Florida Telephone Association. He has been a member of the Hillsborough County Budget Board since 1931 and chairman since 1937 and a trustee and chairman of the executive committee of the University of Tampa since 1934. He was a member of the Stephen Foster Memorial Commission, 1940-43, and has been a member of the Everglades National Park Commission since 1943. He is a past commander of U. S. Tampa Post No. 5, American Legion, 1925-26. He served as vice-president and member of the executive committee of the Chamber of Commerce of the United States, 1942-43. During World War II he was executive vice-chairman, State Defense Council of Florida; consultant, Communications Branch, War Production Board; district chairman, Committee of Economic Development, and member, Tampa War Manpower Commission. He is a member of Ye Mystic Krewe of Gasparilla, Exchange Club, Palma Ceia Golf Club, and Tampa Yacht and Country Club.

Mr. Brorein received the Civitan Award as Tampa's "outstanding citizens" in 1932 and in 1941 received a silver plaque for "distinguished



CARL DAVID BROREIN

and outstanding public service" from the Exchange and Kiwanis clubs and Jacksonville Chamber of Commerce.

On February 17, 1919, Mr. Brorein was married to Ethel L. Kieke, at Washington, D. C. They have four children: Carl D., Jr., William J., Marjorie L., and Robert L.

PAUL B. DICKMAN

Paul B. Dickman was born on a farm near Stanley, Ia., on May 9, 1897, the son of Albert P. and Rose (Beary) Dickman. His father was a native of Iowa and his mother of Missouri. The family moved to a farm near Green Ridge, Mo., at the turn of the century and in 1910 came to Hillsborough County where Albert Dickman joined with his two brothers, L. L. and N. E. Dickman, and Dr. George McA. Miller in founding Ruskin.

Paul Dickman was educated in a country school near Green Ridge, Mo., and at Ruskin College where he attended preparatory school and took a college course. Drafted for service in World War I, he remained in service six months after the armistice, writing military discharges.

Returning to Ruskin, Mr. Dickman went into the sawmill business with his father and continued in that line of work until 1924. He then went into the real estate business with his brother-in-law, Alvin McHargue, and established offices in Ruskin and Tampa, specializing in the sale of large tracts of waterfront property.

Following the collapse of the Florida boom, Mr. Dickman sold insurance a short time and then concentrated on selling farm properties in the



PAUL B. DICKMAN

Ruskin area, first to ex-soldiers on pensions who failed to produce paying crops, and then to real farmers. He and his wife also took a turn at running the Coffee Cup, a small highway restaurant near their home.

Mr. Dickman made his first venture in farming in the fall of 1929, starting with a 1½-acre plot and a mule. From that beginning, he has created a truck farm empire which now comprises more than 1,400 acres and also has 3,600 acres in grazing lands. The Paul B. Dickman Farms now produce vegetables nine months of the year and their products are marketed all through the Eastern United States by the Ruskin Vegetable Distributors, which he founded. (For a more detailed account of the development of Ruskin and the Paul B. Dickman Farms, see Page 304.)

In 1948, Mr. Dickman was honored by the Florida Fruit and Vegetable Association by being given the distinguished service award, the second ever bestowed, "for his unselfish contribution to the vegetable industry." In 1949, the magazine *PROGRESSIVE FARMER* named him the outstanding man of the year in Florida agriculture.

Mr. Dickman is president of the Ruskin Vegetable Cooperative and president and general manager of the Ruskin Vegetable Distributors. He is a southeastern states representative on the Vegetable Advisory Committee and the Research and Marketing Administration of the U. S. Department of Agriculture; director and past president of the Florida Fruit and Vegetable Association; chairman, Florida Council of Farm Cooperatives; a director of the Florida State Fair and Gasparilla Association, and a member of the Hillsborough County Budget Board, United Fresh Fruit and Vegetable Association, the Masonic Lodge, Elks, and First Methodist Church. He is also vice-president of the marketing division of the Vegetable Growers Association of America. He is an honorary member of the Veterans of Foreign Wars.

On March 20, 1920, Mr. Dickman was married to Ester June Cralle, of Eagle Bend, Minn., who had been a student at Ruskin College. They have a son, Lyle C., who was graduated from the College of Agriculture of the University of Florida, is married, and has two sons, Paul and Edward. Lyle Dickman is associated with his father in the operation of the Paul B. Dickman Farms.

DANIEL HOYT WOODBERY

Daniel Hoyt Woodbery, the son of Edward Hunter and Florrie Alice (McElvy) Woodbery was born at Hinson, Fla., May 7, 1892. He was educated in the public schools of Gadsden County and later attended business college in Tampa.

In 1911 Mr. Woodbery started working for the Eli Witt Cigar Company as a stenographer and bookkeeper and when the concern was incorporated, he became secretary and treasurer. In 1918, the Eli Witt Cigar Company, which wholesaled cigars and tobacco products, purchased the Havatampa Cigar Company, which company was then, and now is, engaged in manufacturing cigars. Mr. Woodbery also served as secretary and treasurer of Havatampa Cigar Com-



DANIEL HOYT WOODBERY

pany. He is now president and treasurer of both the Eli Witt Cigar Company and the Havatampa Cigar Company. Affiliated with these companies are 40 wholesale distributing houses located in the southern states.

Mr. Woodbery was at one time a vice-president of the Greater Tampa Chamber of Commerce and he is now a director of that organization. He is a member of the Hyde Park Methodist Church, and for a period of several years was the chairman of the board of stewards of that church. He is a member of the Kiwanis Club of Tampa, and is a director of the Florida State Fair and Gasparilla Association. Also he is an honorary member of the Gasparilla Krewe.

On November 8, 1916, Mr. Woodbery was married to Elizabeth H. Johnstone of Tampa. They had three daughters: Alice Elizabeth (deceased), Lillian Mildred (Mrs. Doyle E. Carlton, Jr.), and Marjorie Ann (Mrs. Ralph P. Millsap). Mr. and Mrs. Woodbery also have three grandchildren: Susan Carlton, Doyle E. Carlton, III, and Michael Hoyt Millsap.

HARRY GORDON McDONALD

Harry Gordon McDonald was born at Hopewell, Fla., on June 18, 1910, the son of Chris and Mae (Halloway) McDonald. His great-grandfather came to Hillsborough County from Alabama in 1868 and settled Hopewell community, near Plant City. His father had a citrus grove.

Mr. McDonald was educated in the public schools of Plant City and was graduated from high school there in 1929. He played four years high school football and was on the All-State team in 1928. He later attended the University

of Florida where he received an LL.B. degree in 1936. Immediately thereafter, he began practicing law in Tampa.

He was first elected to the Florida House of Representatives in 1940 and served in the 1941, 1943 and 1945 legislative sessions. While in the legislature, he served as chairman of the education committee, was chairman of the committee on Cities and Towns, and was a member of committees on citrus, rules, finance and taxation, and other important matters.

Mr. McDonald has served as assistant county solicitor and at present is first assistant county attorney for Hillsborough County.

He is a member of the state and county bar associations, Theta Chi fraternity, Bay Lodge, Knights of Pythias, Moose Lodge, Elks, United Commercial Travelers, and other fraternal and civic organizations. He is a member of the First Baptist Church.

On March 6, 1932, Mr. McDonald was married to Montine Sparkman, daughter of Mr. and Mrs. J. G. Sparkman, of Plant City. They have a daughter, Janette, born May 8, 1936.

PETER TAYLOR

Peter Taylor was born in Polmont, Stirlingshire, Scotland, December 9, 1888, the eldest son of John and Jane (Thompson) Taylor.

He left Scotland June 25, 1910 and arrived at Tampa July 11, 1910. Two days later he became associated with the George R. Macfarlane Insurance Agency and remained with that agency until Mr. Macfarlane's death in 1915. He is engaged in general insurance, operating under the firm



HARRY GORDON McDONALD



PETER TAYLOR

name of Taylor, Stroud & Co., specializing in marine insurance.

He was appointed British vice-consul for the Tampa district September 17, 1920 and served until 1939. September 8, 1926 he was appointed Agent for Lloyd's of London and is also claim settling Agent for The Institute of London Underwriters, the General Insurance Company of Trieste, Italy and the "Switzerland" General Insurance Co., Ltd. of Zurich, Switzerland.

He is a director of the First National Bank of Tampa; president of Knight & Wall Holding Co.; director of Knight & Wall Company.

Mr. Taylor is a Presbyterian, 32nd degree Mason and member of the University Club of Tampa.

On June 4, 1913, Mr. Taylor married Ruth Kellam Clay. They have two daughters, Eleanor and Lillian (Mrs. E. Miles Seaman), and two grandchildren, Peter and Paula Seaman.

W. E. HAMNER

William Edward Hamner was born in Kansas City, Mo., November 16, 1891, the son of Joseph Burks and Mary Frances (Latham) Hamner. He was educated in Kansas City schools and was graduated from the University of Kansas with an LL.B. degree in 1911.

After leaving the university, Mr. Hamner came to Florida and located at Valrico, in Hillsborough County, where his father had moved a few years before and was engaged in citrus growing and farming. Entering the real estate business, he specialized in the sale of rural properties.

During World War I, Mr. Hamner served overseas as a first lieutenant in the field artillery.

When the war ended, he returned to Tampa and re-entered the real estate business, developing a number of subdivisions and building and leasing business properties. At the present time he has extensive holdings in Forest Hills, as well as properties in various parts of Tampa proper.

He is a former director of Ye Mystic Krewe of Gasparilla and is a member of the Tampa Board of Realtors and Sigma Alpha Epsilon fraternity.

On November 17, 1920, Mr. Hamner was married to Marjory Beckwith, daughter of William H. and Lutie (Reynolds) Beckwith.

BURKS E. HAMNER

Burks E. Hamner was born in Kansas City, Mo., August 3, 1882, the son of Joseph Burks and Mary Frances (Latham) Hamner. He was educated in Kansas City schools and received a law degree there. In the winter of 1911-12, he came to Hillsborough County, his father having located at Valrico some time before.

In 1920, Mr. Hamner joined with D. C. Gillette in starting the Temple Terrace development. In 1924, he organized the B. E. Hamner Realty Co. with Ira C. Humphrey and H. C. Flaherty as associates. During the boom, this company developed many of the leading subdivisions in the Tampa area, including the North Side Country Club area known as Forest Hills.

Mr. Hamner is credited with having interested D. P. Davis in the development of the islands at the mouth of the Hillsborough River later known as Davis Islands.

Following the boom, he was sales director for the Hav-a-Tampa Cigar Company and held other responsible positions. He was active in Republican politics, and was once Republican nominee for Congress. He was active in civic affairs and a member of many organizations.

Mr. Hamner died in New York January 16, 1948. He was survived by his widow, Mrs. Bertha Hunter Hamner; a son, B. L., Jr., and three daughters, Dorothy, Mrs. Sophie Davis and Mrs. Jean Haggard.

JULIAN L. CONE

Julian L. Cone was born on a farm near Plant City on November 3, 1890. He was educated in the Hillsborough County schools.

Coming to Tampa in 1911, Mr. Cone started working for the Tampa Transfer & Livery Company, owned by Eben E. Cone. Three years later he went into the transfer business for himself. Early in the Florida boom he joined with W. Louis Cone and established the firm of Cone Bros., general contractors. The firm name was soon changed to the Cone Brothers Construction Company. Shortly afterward, he joined with Clifford L. Cone and organized the Tampa Sand & Material Company which became one of the largest concerns of its kind on the West Coast.

During the 1920s, Mr. Cone began taking contracts for paving Tampa streets. In the years which followed, his business activities expanded greatly and he became one of the leading road and bridge contractors in the state. During World War II he handled numerous government con-

tracts, his firm name at that time being the Cone Brothers Contracting Company and his associate being T. E. Dressler.

In 1943, Mr. Cone began taking a leading part in the organization of syndicates which acquired some of the most valuable properties in the Tampa area, including the Floridan Hotel, Citizens Office Building, Stoval Professional Building, Thomas Jefferson Hotel, Wallace S. Building, Haverty Furniture Company Building, and other properties.

In September, 1945, Mr. Cone purchased the 700-acre Gold Ring Grove properties, north of Tampa, from the Florida Land Holding Corporation for \$131,250. The tract included 225 acres in groves. He previously owned 200 acres in groves adjoining, making 425 acres in all.

In early 1950, Mr. Cone was president of the Cone Brothers Contracting Co., Tampa Sand & Material Co., and Municipal Bond & Mortgage Co.

During 1949 he led a movement to build the Ybor City's Boys Club at a cost of \$125,000. On October 8 he was honored by a group of business men and civic leaders by being awarded a bronze plaque "In recognition of outstanding leadership and unselfish service in behalf of Tampa's youth."

Mr. Cone is married and has three sons.

CURTIS HIXON

Curtis Hixon reportedly was born in Louisville, Ala., in 1891.

He came to Tampa about 1911 and joined his brother, Marvin, who had come here earlier, in operating drug stores at 1116 Franklin and 416 W. Lafayette. In 1916, Marvin Hixon went into the automotive business and Curtis had a drug store at 1015 Swann. During 1918, Curtis was away from Tampa, reportedly in one of the armed services. After the war he had a drug store at 2701 Nebraska and later, at the same address, manufactured drugs under the firm name of Hixon's Medicine Co.

Mr. Hixon was elected as an alderman in 1929 and re-elected in 1933. He was elected as a county commissioner in 1940 and re-elected in 1942. In 1943, he was elected mayor and was re-elected in 1947.

CHARLES B. PARKHILL

Charles B. Parkhill was born in Leon County, Florida, June 23, 1859, son of George W. and Elizabeth (Bellamy) Parkhill. His father's parents came from Virginia to Florida in 1828 and settled in Leon County. George Parkhill served as a captain in the Confederate Army and was killed in one of the first battles of the Civil War.

Charles Parkhill studied law at the University of Virginia and started practicing law in Pensacola. In 1905, after serving as state senator from Pensacola, county solicitor of the criminal court and circuit judge, he was appointed as a justice of the state supreme court and served seven years. Coming to Tampa in 1912, Judge Parkhill was soon elected city attorney and served until 1917. During World War I he served in the judge advocate's department with the rank of major. He remained in service until

1920, part of the time being with the A.E.F. in France. After returning to Tampa he was elected state attorney.

Judge Parkhill was married in 1884 to Genevieve Perry, daughter of Governor E. A. Perry of Florida. She died in 1885, leaving a daughter, Genevieve, who became the wife of James M. Lykes. In 1891, Judge Parkhill was married to Helen Wall, daughter of Judge Joseph B. Wall, of Tampa. They had eight children: Barbara Wall, who married Beman Beckwith; Elizabeth Bellamy, who married S. L. Lowry, Jr.; Helen Wall, who married C. A. Rudisill; Joseph F., Charles B., Richard C., Emala Mays, who married A. P. Coles, and John R.

Judge Parkhill died May 13, 1933.

DOYLE E. CARLTON

Doyle E. Carlton was born in Wauchula, Fla., July 6, 1887, the son of Albert and Martha (McEwen) Carlton, both members of pioneer South Florida families. His great-grandparents, on his father's side, came to Hillsborough County in the early 1850s, settled first on the Alafia River near Riverview, and then moved to the Fort Meade section. His mother's father, a Methodist minister, moved to Wauchula from Lake City soon after the Civil War.

In the last Seminole War, Mr. Carlton's great-grandfather, Lieutenant Alderman Carlton, was killed and his grandfather, Daniel Carlton, was seriously wounded in a battle with the Indians at the home of Willoughby Tillis, about two miles south of Fort Meade, on June 14, 1856. After



DOYLE E. CARLTON

the battle, the Seminoles retreated into the Everglades.

Albert Carlton, father of Doyle, moved to Wauchula after the Civil War and became one of the leading citrus growers and cattlemen of that district. He founded the Carlton National Bank and served as its president until his death in 1926 at the age of 81.

After attending public schools at Wauchula, Doyle Carlton studied at the preparatory school and later the university at Stetson University and was graduated with an A.B. degree in 1909. He then studied law for two years at the University of Chicago, where he received another A.B. degree, and then completed his law course at Columbia University, receiving his LL.B. degree in 1912.

Coming to Tampa after graduation, Mr. Carlton became associated with Giddings Mabry in the law firm of Mabry & Carlton. He served as a member of the Florida State Senate from 1917 to 1919 and as city attorney from 1925 to 1927.

Elected governor of Florida in 1928, he served until 1933, the worst period of financial stress in the state's history since carpetbag days, due to the Florida crash and the national depression. When his term ended, he resumed the practice of law as a member of the firm of Mabry, Reaves & Carlton, with which he has been associated ever since. He also has extensive citrus and cattle interests in the Wauchula district.

The honorary degree of doctor of laws has been conferred upon Mr. Carlton by Stetson University, Chicago University, and the University of Florida, and the degree of Doctor of Humanities by Southern College.

He is a past governor of the Kiwanis Club, a 32nd degree Mason, and a member of Egypt Temple Shrine, Elks Lodge, Knights of Pythias, the Greater Tampa Chamber of Commerce and all bar associations. He is also a director of the Florida State Chamber of Commerce.

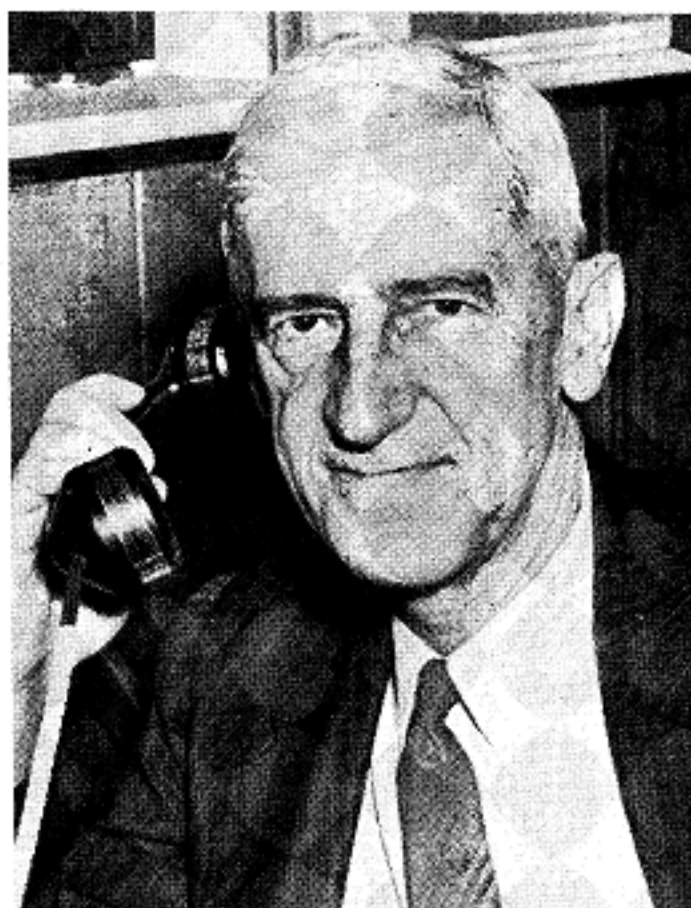
On July 30, 1912, Mr. Carlton was married to Nell Ray, daughter of Mr. and Mrs. E. D. Ray, of Tampa. They have three children: Martha (Mrs. David Ward), Mary (Mrs. W. J. Ott), and Doyle E., Jr., who married Mildred Woodbery. They also have six grandchildren: David, Mary Nell and Carlton Ward, Carol Ott, and Susan and Doyle Carlton III.

CHARLES J. HYER

Charles J. (Steve) Hyer was born in Elk County, Kansas, on August 1, 1887, the son of Lincoln and Nellie (Snow) Hyer. He was graduated from high school and attended Washington University in St. Louis, Mo.

Mr. Hyer started his business career in railroad engineering. He came to Tampa in 1913 and started in the contracting business with C. J. McGuckin, establishing the McGuckin - Hyer Building Company. The firm built the City Hall, the large addition to the Hillsborough Hotel, and over seven million dollars' worth of buildings in the state.

During World War I, Mr. Hyer was one of the founders of the Tampa Dock Company which



CHARLES J. (Steve) HYER

built more than eight million dollars' worth of ships for the U. S. Shipping Board.

During World War II, Mr. Hyer became president of the Tampa Marine Corporation which constructed 78 sea-going tugs for the Army, and at peak production had more than 2,000 employees. The company's facilities include twelve building ways, 1,730 feet of outfitting docks, and a marine railway located on its 25-acre yard on the Ybor Channel. Following the war, the company continued to be engaged in the construction, repairing, and conversion of tugs, barges, dredges and other floating equipment.

Mr. Hyer was also president of the Hyer Land Company and the Tampa Marine Repair Company. He was an associate member of the American Society of Civil Engineers, Tampa Chamber of Commerce, Tampa Yacht and Country Club, and Ye Mystic Krewe of Gasparilla. He was mayor of Reddington Beach, Pinellas County, at the time of his death on December 11, 1948.

On April 26, 1913, Mr. Hyer was married to Laura McBride, at Nashville, Tenn. He was survived by his widow and a daughter, Frances (Mrs. W. H. Reynolds).

EUGENE REVERE ELKES

Eugene Revere Elkes was born at Conway, S. C., on July 26, 1907, the son of Albert Richard and Viola (Harrelson) Elkes. He has been a resident of Tampa for the past thirty-six years and received his education in the schools of Hillsborough County. He was married to Frona M. Williams at Tampa on December 31, 1926, of which union there are two sons, Eugene R. and Frank R.



EUGENE REVERE ELKES

Mr. Elkes started his business career in 1928 with his father in the furniture business in Tampa. He was salesman and assistant sales manager for the Chrysler dealer in Tampa, 1930-34, and assistant manager for the Cralle-Nash Company, Tampa, 1934-38. He started in business as an automobile dealer in a partnership in 1938 and in September, 1939, opened a large new car dealership, Elkes Pontiac Company, of which he is president and general manager. He is also president of Partsco Automotive Supply, Inc., and of the Airco Aviation Corporation.

He is a member of the board of directors of the Florida Automobile Dealers Association, 1945-49; is secretary-treasurer of Florida Automobile Dealers Association, 1948-50; a member of the Tampa Automobile Dealers Association and the National Automobile Dealers Association. He is president of the Hillsborough County Taxpayers Association, 1947-49. He is a member of the University Club of Tampa, the Executives Club and the Greater Tampa Chamber of Commerce. He is also a member of the Tampa Yacht and Country Club, the Palma Ceia Golf and Country Club and Ye Mystic Krewe of Gasparilla.

During the war he served as a pilot on Civil Air Patrol, 1942-46, doing air-sea rescue work in the state and also was group commander with the rank of major. This war work was coordinated with the Army Air Forces as an auxiliary organization. He is past president of the Tampa Civitan Club, 1942, past lieutenant governor of Civitan, 1943, and was Florida district governor of Civitan, 1945-46. He is also a past member of the board of governors of Tampa Chamber of Commerce, 1942-49.

FRANKLIN O. ADAMS

Franklin O. Adams was born in Waterproof, La., July 5, 1881, the son of F. O. and Susan (Drake) Adams. Members of his family for several generations back had been cotton planters. He was raised on a plantation where he was taught by a governess; then he studied at Centenary College where he received a B.S. degree in 1901. After leaving college he taught school several years and took special courses at the University of Chicago.

Becoming interested in architecture, he attended the school of architecture at the Massachusetts Institute of Technology from which he was graduated with a B.S. degree in 1907. During the next seven years he worked in offices of architects in Boston, New Orleans and Birmingham. He came to Tampa in 1914 and opened his own office. During World War I he engaged in concrete shipbuilding in Wilmington, Del., and after the war spent a year in North Carolina where he was assistant state architect, planning and designing state institutions.

Returning to Tampa in 1920, Mr. Adams reopened his office and since then has been engaged in general architectural practice. Many of his buildings have been published in national architectural magazines and he is recognized as one of the foremost architects of Florida.

Mr. Adams has held numerous important positions in organizations connected with his profession. He is a past president of the Florida Association of Architects, the Florida Central Chapter of the American Institute of Architects, the Tampa Association of Architects, and the



FRANKLIN O. ADAMS

State Board of Architecture. He also served as board chairman of the Hillsborough Juvenile Home, Tampa Municipal Art Museum, Hillsborough County Better Housing Program, and Tampa Zoning Commission.

In 1940, Mr. Adams was honored by being awarded a fellowship by the American Institute of Architects. He was a member of the institute's jury of fellows for six years and served for three years on the national board of directors. In 1935 he was a member of the Jury of Award for the General Electric Company's nation-wide home competition.

Mr. Adams was a member of the Municipal Housing Committee upon whose study Tampa's low cost Negro housing project is based; he served on the committee named by the mayor to select a site for a municipal airport, and organized Juvenile Builders, Inc., within the Kiwanis Club for the education of underprivileged children. He was a member of President Hoover's Building Congress and was appointed by President Roosevelt to serve under the Construction Appeals Board under N.R.A. He has been architectural adviser of the Florida Home Owners Loan Corporation since its organization. He was a member of four committees of the American Institute of Architects on housing problems and post-war planning. He is past president of the Kiwanis Club.

He was the originator of the "Adam's Plan" for the development of Tampa Bay, including the ports of St. Petersburg and Tampa. He has published a plan for the Florida Building Council featuring a dry-wall construction system for sub-tropical climate. He also has published papers on various professional subjects.

On July 9, 1914, Mr. Adams was married to Caroline Kilbride. They have two children: Franklin Oliver, III, born December 19, 1915, and Caroline, born July 28, 1919.

DENNIS B. RAWLS

Dennis B. Rawls was born in Deer Park, Ala., February 7, 1888, the son of James B. and Ruth (Ray) Rawls. His father was born in Alabama and his mother in Kentucky. He attended Alabama public schools and was graduated from high school in St. Stephens, Ala., in 1907.

After finishing high school he started working in a hardware store in Mobile, Ala., where he remained until June, 1914, when he came to Tampa. In April, 1915, he entered the undertaking business and has been engaged in it ever since. On August 1, 1917, he became associated with B. Marion Reed and has served as manager of the establishment since 1920 when he became a licensed embalmer. He has also been a licensed funeral director for many years.

Mr. Rawls is a member of Hillsborough Lodge No. 25, F.&A.M.; Ivanhoe Commandery No. 8, Knights Templar; Tampa Consistory No. 1, Scottish Rite; Egypt Temple Shrine; Tampa Lodge No. 708, B.P.O.E.; Gyro International, and Bay Shore Baptist Church. He is a charter member of the Officers' Club and Optimists Club.

On May 25, 1918, Mr. Rawls was married to Lucille Janssen, of Kansas City, Mo. They have

three children: Charlotte Ruth (Mrs. Hampton Dunn), Marion Reed (Mrs. Robert I. Gray), and Dennis B., Jr. Both daughters are graduate registered nurses and Marion served in the Army Nurses Corps during World War II. Dennis entered the Army Air Corps in November, 1942; was commissioned as a second lieutenant on February 8, 1944, flew 35 missions in B-17 bombers, and then became a fighter pilot and flew 189 combat hours before the war ended.

Mr. and Mrs. Rawls have two grandchildren: Janice Kay Dunn and Hampton Dunn, Jr.

COL. HOMER WYNNE HESTERLY

Homer Wynne Hesterly was born near Villa Rica, Ga., November 16, 1889, the son of Voorhis Bartow and Lena Kitty (Hancock) Hesterly. He was graduated from Villa Rica High School and the Georgia School of Technology, in Atlanta, with a B.S. degree in civil engineering in 1910. Later he attended the following service schools: Engineer School, Field Artillery School, Quartermaster School, and Command and General Staff School.

After graduating from college, he taught one year at Tech High School, in Atlanta, and two years at Central High School, in Memphis. During 1913-14 he was connected with the Joliet Bridge & Iron Co., in design and construction, and then became consulting engineer of Crittenden County, Arkansas. In 1916 he purchased a half interest in the Turner Marble & Granite Company, of Tampa, founded by H. G. Turner, his brother-in-law, and has been associated with the concern ever since, now being president. He is



COL. HOMER WYNNE HESTERLY

also president of the First Federal Savings & Loan Co. of Tampa.

As an enlisted man, he served in 1916 on the Mexican border in the 2nd Florida Infantry. In June, 1917, he was commissioned as a first lieutenant of Engineers; assigned to the 6th U. S. Engineers, he served a year overseas in France and was promoted to captain in June, 1918. On December 5, 1921, he was commissioned as a captain of artillery and was assigned to the 116th Field Artillery. He was promoted to major, September 1, 1922; lieutenant colonel, February 15, 1924, and colonel, October 31, 1934. During this period he helped establish and develop the artillery armory in Tampa which in September, 1941, was named Fort Homer W. Hesterly in his honor. (See Chapter XI.) Colonel Hesterly was called into active service on November 25, 1940, and continued in service until after the end of the war. For thirteen months of that period he was engaged in combat service in the South Pacific as a member of the 31st (Dixie) Division.

Colonel Hesterly is a deacon in the Bayshore Baptist Church. He is a member of the following Masonic bodies: John Darling Lodge, Scottish Rite, York Rite, Shrine, and the Jesters. He served as potentate of Egypt Temple in 1929. He is a member of the Tampa Chamber of Commerce, Ybor City Rotary Club, and chairman of the Citizens Committee of Ybor City.

On November 24, 1923, he was married to Daisy Claire Johnson. They live at 1115 Bayshore Drive.

CHARLES G. MULLEN

Charles G. Mullen was born in Mecklenburg County, North Carolina, October 4, 1885, the son of Joe W. and Virginia (Boyd) Mullen. The family moved to Charlotte, N. C., in 1895 and he completed his early education there in public and military schools.

When seventeen years old, Mr. Mullen started working for the CHARLOTTE OBSERVER as a reporter and two years later became city editor of the OBSERVER's evening paper, the CHRONICLE. Later he attended the University of North Carolina. In 1907, he went to Charleston, W. Va., and served the GAZETTE successively as managing editor, editor and manager. He resigned in 1910 and worked on papers in several large cities, to gain a broader experience, until 1914 when he opened an advertising agency in Chicago.

In 1916 he came to Tampa as business manager of THE TIMES, which position he held until he entered the army in June, 1918. He attended officers' training school and was commissioned as a first lieutenant. After the war he returned to THE TIMES and was made general manager. A year later he bought an interest in the paper and served as vice-president and general manager until 1932.

Mr. Mullen then resigned to take active charge of the Florida Grower Publishing Company which he had purchased in 1925. This company now has one of the largest, best-equipped commercial printing plants in the South and also publishes the FLORIDA GROWER magazine, established in 1907. The FLORIDA GROWER is the only



CHARLES G. MULLEN

agricultural magazine published in Florida and has a circulation of more than 25,000, not only in Florida but throughout the United States and in many foreign countries.

In 1924 Mr. Mullen founded the LAKE LAND LEDGER and was president until the paper was sold in 1927 to Jay Smith, of Indiana, who has published it ever since.

Mr. Mullen is a 32nd degree Mason and is a member of Egypt Temple Shrine, Tampa Yacht and Country Club, Palma Ceia Golf Club, University Club, Ye Mystic Krewe of Gasparilla, the Tampa Chamber of Commerce, Florida Master Printers Association, and International Printers Association.

On April 12, 1917, Mr. Mullen was married to Virginia Louise Hopkins, of Lincolnton, N. C. They have two children: Charles G., Jr., and Harris Hopkins. Charles attended the University of the South, and Harris was graduated from Duke University. During World War II, Charles served in the Army Air Corps and Harris in the Navy. Charles is married to Virginia Lee and has two children, Charles Gordon, III, and Lindell. Harris was married in June, 1949, to Kay Hoag.

PATRICK CRISP WHITAKER

Patrick Crisp Whitaker was born at Franklin, Ga., June 29, 1894, the son of Daniel Brittain and Minnie Beatrice (Armstrong) Whitaker. He attended Georgetown University Law School, 1912-1916. Married Pearl Chancey on December 28, 1924. They have three children: Gloria, Patrick Crisp, and William Brittain.

He served as secretary to Congressman W. C. Adamson, 1911-16; admitted to Georgia Bar, 1916

and to Florida Bar, 1917. Began practice at Tampa; member of law firm of Whitaker Brothers since 1923; member, Florida House of Representatives, 1924-26; member, Florida State Senate, 1926-34, 1938-42. President of State Senate, 1931-33.

WILLIAM LOWRY WARING, JR.

William Lowry Waring, Jr., was born in Essex County, Virginia, September 9, 1886, the son of William Lowry and Rose Adelaide (Wright) Waring.

After attending public schools, Mr. Waring started working for railroads when fifteen years old and continued in that line of work for seventeen years, being stationed at various times in Washington, Norfolk, Birmingham, Gulfport, Wilmington, the Isthmus of Panama, San Francisco, Macon and Jacksonville.

In the fall of 1918 Mr. Waring left the railroads and went with E. T. Roux & Son, of Plant City, to take charge of that firm's wholesale lumber business. In May of the following year he came to Tampa to become manager of the Gulf Fertilizer Company. He remained with that concern five years and then joined with the late C. W. Lyons in organizing the Lyons Fertilizer Company, of which he became secretary and general manager. Mr. Lyons died in 1937 and since that time Mr. Waring has been president of the company. He is also secretary of the Apco Fertilizer Co., of Halls, Tenn., vice-president of the Oldt-Waring Co., and chairman of the board of directors of the West Coast Fertilizer Co.

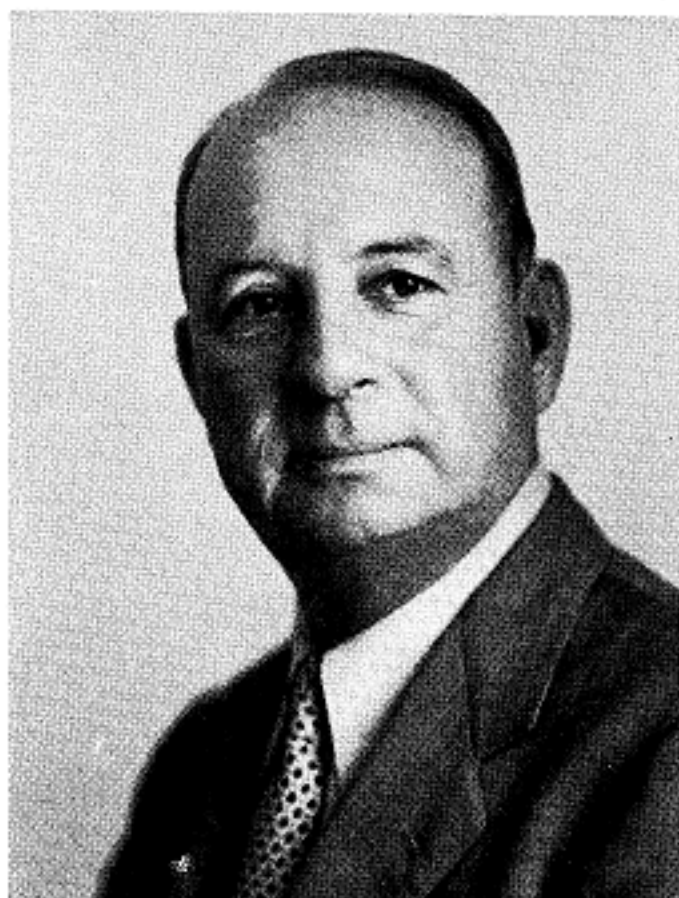
Mr. Waring was one of the organizers and the first president of the Tampa Exchange Club and is a past president and now a director of the Tampa Chamber of Commerce, Palma Ceia Golf Club, Tampa Traffic Association, and Florida Agricultural Research Institute. He is a director of the Boys Club of Tampa, University Club, and Hillsborough County Taxpayers Association. He was a member of the executive committee of the Tampa Chapter American Red Cross, was chairman of District No. 7 National Fertilizers Association, and also was a director of the American Plant Food Council. He was division head of the Community Chest for several years and is a member Tampa Retail Merchants Association, Tampa Association of Credit Men, Tampa Yacht and Country Club, and Ye Mystic Krewe of Gasparilla. He is also president of the Touchdown Club. He is a former senior warden and now a vestryman of St. John's Episcopal Church.

Mr. Waring was married to Louise McLane, at Atlanta, Ga., in June, 1910.

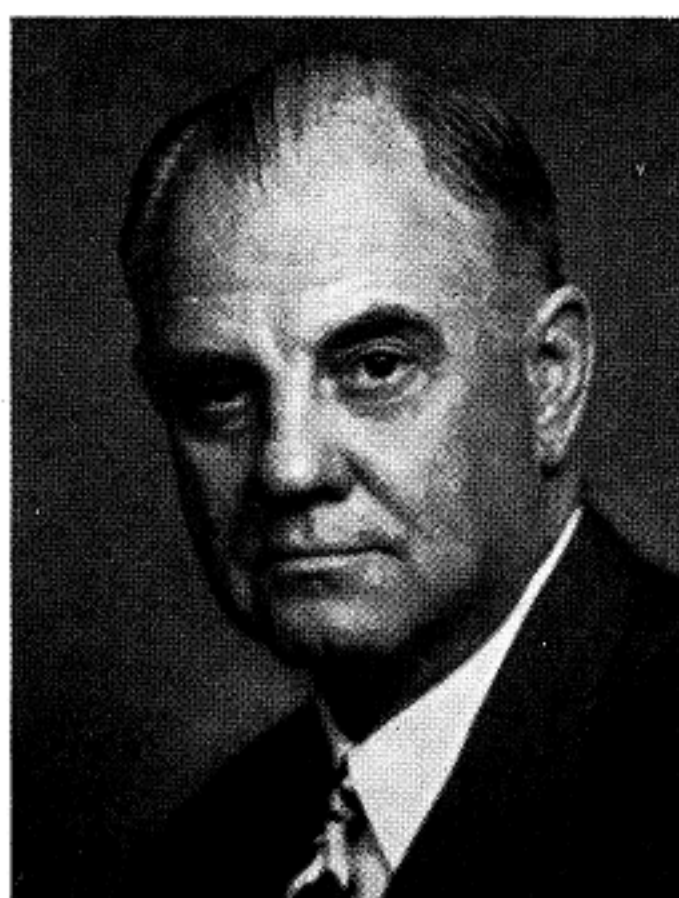
CARL P. FISH

Carl P. Fish was born in Chicago, Ill., January 6, 1893, the son of Frederick M. and Mary (Perin) Fish. He was educated in Chicago schools, attending University High and the University of Chicago. Entering the U. S. Army as a buck private in June, 1917, he spent eighteen months in the service, becoming a first lieutenant.

After the war ended, Mr. Fish worked a short time in Chicago as a stock and bond salesman and then came to Tampa, in 1919, as a salesman for Certain-Teed Products. Two years later he



WILLIAM LOWRY WARING, JR.



CARL P. FISH

was made sales manager of the company and covered the entire country, making his headquarters in New York City.

Returning to Tampa in 1924, Mr. Fish entered the real estate business, organizing the firm of C. P. Fish & Associates. In 1927 he went to Chicago to become vice-president of the Buildings Development Company. He remained with that concern until December, 1928, when he found it necessary to return to Florida because of his wife's health. He then entered the citrus industry as sales manager for the Florida Citrus Canners Cooperative. Soon afterward he was made vice-president and served in that capacity until October, 1947.

Since 1941 Mr. Fish has been associated with Walt Disney in the food program which features the Donald Duck label on different foods. He is also president of Gulf Atlantic, Inc., and vice-president of the Ridge Manor Development Co., at Lake Wales.

Mr. Fish is a director of the Florida State Fair and Gasparilla Ass'n., is a past vestryman of St. Andrews Episcopal Church, and is a member of Ye Mystic Krewe of Gasparilla, Palma Ceia Golf Club, and Tampa Yacht and Country Club.

On October 10, 1916, Mr. Fish was married to Hazel King, daughter of Thomas Butler and Ira (Parker) King, of Arcadia. They had two children: Zoe Fish, now the wife of S. D. Marvel, and a son, Kendall King. Kendall was attending Washington & Lee University when he entered the Army Air Corps on February 1, 1943. He was killed in Italy April 24, 1945, while piloting a B-24.



JAMES ARTHUR TURNER

JAMES ARTHUR TURNER

James Arthur Turner was born in Griffin, Ga., March 28, 1897, the son of Thomas Newton and Lulu Bell (McKibben) Turner.

After getting a public school education, Mr. Turner started working for the City of Lakeland in 1913 and a year later became connected with the American Agricultural Company's phosphate mine at Pierce, Fla., installing and repairing electrical equipment. During World War I, he was a chief electrician in the civil service and was stationed at Dorr Field, Arcadia.

When the war ended, Mr. Turner came to Tampa and after two years with the Electric Motor Company, organized the Tampa Armature Works, Inc., in 1921. Mr. Turner has served as president and active head of the company ever since. Due partly to the proximity to Tampa of numerous phosphate mines which use a great amount of electrical equipment, his company now has one of the largest electrical repair shops in the United States. In 1938 he opened a branch in Jacksonville known as Turner Electric Works, of which he is also president. Both concerns now employ 160 persons.

Mr. Turner is a past president of the National Industrial Service Association, and is a member of the American Institute of Electrical Engineering, Florida Engineering Society, Tampa Rotary Club, John Darling Lodge, F.&A.M., Scottish Rite Cathedral, and Egypt Temple Shrine.

On May 9, 1917, Mr. Turner was married to Margaret Virginia Bateman, at Bartow, Fla. They have one son, James Arthur Turner, Jr.

JOHN H. DOLCATER

John H. Dolcater was born in Harrold, Tex., June 27, 1893, the son of William Chauncey and Mary Susan (Mitchell) Dolcater. He was educated in the public schools of Columbus, Ga., and at the University of Georgia.

Enlisting in the U. S. Navy in April, 1915, Mr. Dolcater served as chief pharmacist's mate until April, 1919. Three months later he came to Tampa and entered the lumber business. He has been engaged in it ever since, and has been vice-president and general manager of the Kraus Brothers Lumber Company for the past twenty years. He is also vice-president of the Kraus-Dolcater Realty Co. and a director of the Broadway National Bank of Tampa.

On April 1, 1949, Mr. Dolcater was elected president of the Greater Tampa Chamber of Commerce. He was an original director and is a past president of the Boys Club of Tampa, a charter director of the Tampa Symphony Orchestra, and a charter member and co-founder of the Tampa Men's Garden Club. He is a regional director of the Southern Sash & Door Ass'n., associate director of the Florida Lumber & Millwork Ass'n., past president of the Tampa Builders Exchange, and Deputy State Snark of the International Concatenated Order of Hoo-Hoo. He is a member of the American Legion, a past president of the Tampa Rotary Club, and a member of the University Club, Palma Ceia Golf Club, and the Breakfast Club. On February 7,



JOHN H. DOLCATER

1950, Mr. Dolcater received the annual Civitan Award as Tampa's Outstanding Citizen of 1949.

Mr. Dolcater's chief hobby is outdoor group cooking for organizations to which he belongs—a hobby which he developed from one frying pan over a period of fifteen years. His cooking endeavors now include serving the Tampa Chamber of Commerce annual Jamboree, with 750 guests, and other large gatherings, down to backyard parties for a few friends. He is also an ardent attendant of all spectator sports, especially baseball, football and basketball.

On June 25, 1923, Mr. Dolcater was married to Julia A. Waters. They have a son, John Dolcater.

WILLIAM ROBERTSON LETCHER

William Robertson Letcher was born in Richmond, Ky., August 27, 1876, the son of James B. and Talitha (Harris) Letcher, both natives of Kentucky. He was graduated from Yale University in 1898 and from the law school of Centre College, Danville, Ky., in 1900.

After receiving his LL.B. degree, Mr. Letcher practiced law for seven years in Richmond and then moved to Jacksonville where he went into the insurance business. On January 1, 1915, he became general agent for the Pacific Mutual Life Insurance Company, with headquarters in Jacksonville. He established an office in Tampa in 1920 and in 1930 came here to live. He was general agent for the entire state until 1942; since then he has confined his activities to about four-fifths of the state. When he started with the Pacific Mutual, the company had no policies in Florida; it now has \$30,000,000 worth of policies

in force. Mr. Letcher is now rated as the oldest life insurance agency manager in Florida.

Soon after coming to Tampa to live, Mr. Letcher initiated and directed the campaign to outlaw slot machines in Hillsborough County and they were abolished by a five to one vote at a referendum election.

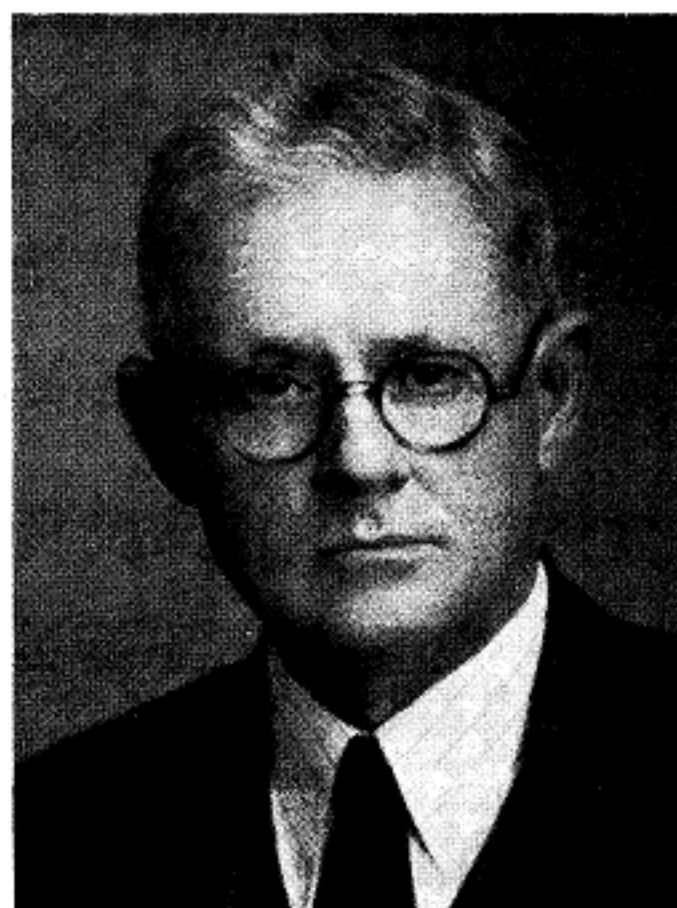
Mr. Letcher was also the pioneer in the movement to have voting machines installed in the county to put a stop to the long-prevalent practices of ballot box stuffing, falsification of returns, and "after dark elections." The Civitan Club, of which he was then president, sponsored the movement and it was later backed by the Presidents Round Table and Junior Chamber of Commerce. At a referendum election, the machines were approved by a seven to one vote and the county commissioners later were compelled, by the state legislature, to obey the mandate of the people and see that the machines were installed.

Mr. Letcher is an honorary member of the Civitan Club, and is a member of the Torch Club and the Elks.

On June 15, 1932, Mr. Letcher was married to Jessie Cooper, formerly of Huntington, W. Va.

EDWARD WILLIAM SPENCER

Edward William Spencer was born in Indianapolis, Ind., January 26, 1885, the son of Henry and Annie Spencer. He was educated in Indianapolis public schools and later served an apprenticeship in the Indianapolis plant of the General Electric Company.



WILLIAM ROBERTSON LETCHER

While still a young man, Mr. Spencer worked for electrical contractors in St. Louis and New York and later enlisted in the U. S. Navy, serving two years. He then worked short periods for the Baldwin Locomotive Works, in Eddystone, Pa., and the Carnegie Steel Works, in Clairton, and in 1913 went to Jacksonville to handle work for a New York contractor in the Cohn Department Store, Barnett National Bank and St. Luke's Hospital then under construction.

Returning north after those buildings were completed, Mr. Spencer worked for Walter & Kepler, electrical contractors of Philadelphia; the Thomas Devlin Co., plumbing manufacturers of Burlington, N. J., and the Springfield Railroad Company, in Springfield, Mass.

Desiring to live permanently in Florida, Mr. Spencer came to Tampa in January, 1920, and started working for the Electric Service Company. A year later he took over the business and gradually developed it until it became the largest distributor of automobile electrical parts in southeastern United States. The concern, called the Spencer Auto Electric, Inc., since 1934, also is state distributor for B. & S. engines, carburetors and magnetos. In 1937, a branch of the company, called the Spencer Electric Co., was established in Jacksonville. Mr. Spencer is general manager and treasurer of both companies.

He was chairman of the Hillsborough County Housing Authority in the early 1940s and served two years as a member of the Tampa Hospital Board. He is a member of the First Presbyterian Church.

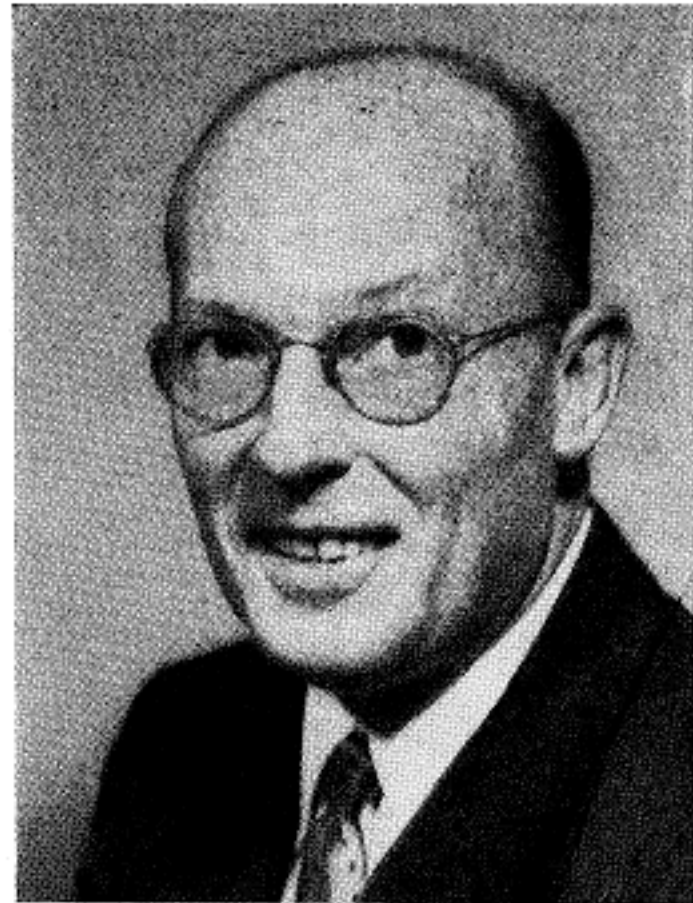
On May 23, 1912, Mr. Spencer was married in Cristfield, Md., to Cecile Cox. They have two sons, Arthur, born March 13, 1913, in Burlington, N. J., and Fred Edward, born September 9, 1915, in Springfield, Mass. Both are R.O.T.C. graduates, Arthur from the Georgia Military Academy, of Atlanta, and Fred Edward from the Burley Military Academy, Greenwood, S. C. During World War II, Fred served three years as captain in the Marine Corps, being commanding officer of the Marine Aviation Detachment at the Naval Air Station in Dallas, Tex.

Arthur Spencer was married in 1932 to Dorothy Reese, of Tampa. They have two sons, Arthur and Donald. Fred Spencer was married on November 24, 1943, to Ardena Galleher, of Ottumwa, Ia. They have three children: Pamela, E. W. Spencer, II, and Ardena. Arthur is president of the Spencer Auto Electric, Inc., and vice-president of Spencer Electric Company. Fred is president of the Spencer Electric Company and vice-president of Spencer Auto Electric, Inc.

VIRGIL MILLER NEWTON, JR.

Virgil Miller Newton, Jr. was born in Atlanta, Ga., April 12, 1904, the son of V. M. and Mattie (Watson) Newton, descendants of pioneer settlers of north Georgia. The family came to Tampa in 1920.

After graduating from Hillsborough High School in 1921, Mr. Newton worked a year to earn money to go to college. He enrolled at the University of Florida in the fall of 1922 and was graduated with an A.B. degree in 1926. He



VIRGIL MILLER NEWTON, JR.

worked his way through by being college correspondent for the TAMPA TIMES and seven other newspapers and, in 1925-26, by being sports editor of the GAINESVILLE SUN. During his senior year he won the scholarship award of Phi Delta Theta social fraternity.

While at Hillsborough high, he played on the basketball team and was the first Tampan to be named on the all-state team. At the university, he played one year on the freshman team and three years on the varsity. Upon leaving Mr. Newton started working as a reporter for the TAMPA TIMES. A year later he was made sports editor. In 1930 he moved to the TAMPA TRIBUNE and served as sports editor until 1935 when he was made assistant managing editor. In 1943 he became managing editor, which position he still holds.

Mr. Newton is a member of the American Society of Newspaper Editors and has been active in the Associated Press Managing Editors Association in which he has been chairman of its membership participation committee in 1948, chairman of its sports committee in 1949, and chairman of its news committee in 1950. He was a director in 1948.

He is a member of the Pinellas County Park Board, the Governor's Advisory Committee on Safety, and the Parkland Estates-Golfview Sanitary Garbage Committee. He was unit chairman of the Community Chest drive in 1949; chairman of the 1950 March of Dimes campaign and vice-chairman of the 1950 Red Cross drive. He is a member of Hyde Park Methodist Church, Holyrood Masonic Lodge, Scottish Rite, Egypt Temple Shrine, and Royal Order of Jesters. He

is also a member of Ye Mystic Krewe of Gasparilla, University Club of Tampa and Tampa Yacht and Country Club. In 1948 he was president of the University of Florida Alumni in Hillsborough County and also president of the West Coast Alumni Association. In 1949 he was vice-president of the university's state executive committee of the alumni association, representing the Tampa district. He is a member of Sigma Delta Chi, honorary journalistic fraternity.

On October 22, 1927, Mr. Newton was married to Louisa M. Verri, of Tampa, a direct descendant of Odet Phillippe, (q.v.). They have a son, Virgil Miller, III, born September 6, 1938.

LESLIE HARROD BLANK

Leslie Harrod Blank was born in Lima, O., September 8, 1894, son of Edwin and Callie Blank. He was educated at the Tennessee Military Institute, Sweetwater, Tenn., and Columbia Military Academy, Columbia, Tenn., and was enrolled in the University of Alabama Law School when the United States entered World War I. Enlisting, he served in all major offensive actions of the war and was decorated with the Croix de Guerre, Purple Heart and Silver Star. In January, 1920, he was retired as an officer in the regular army. He then completed his education at the University of Alabama and was admitted to the Alabama and Florida bars.

Coming to Tampa in 1921, Mr. Blank entered the real estate business and during the next nine years headed the Jones-Blank Realty Company, one of the major realty firms of the boom period. During that time he handled a \$3,000,000 sale to the Chicago-Tampa Development Company and



LESLIE HARROD BLANK

three miles of land on Michigan Avenue to Tampa Developers. Since 1930 Mr. Blank has operated his own realty firm. He is also a director of the First Federal Savings & Loan Association, and president of the MacDill-Drew Housing Co., Bank Borders, Inc., and Golf Front Properties, Inc., and director of the Tampa Chapter, American Red Cross and Y.M.C.A.

Since coming to Tampa Mr. Blank has been keenly interested in the development of aviation. He was one of a group of three men who secured Drew Field for the city and was a member of a special committee which was responsible for securing MacDill Field. (See Chapter XI.) He also served four years as secretary of the Hillsborough County Aviation Authority and is now chairman of the Aviation Committee of the Chamber of Commerce.

Mr. Blank is a member of the American Legion, Ye Mystic Krewe of Gasparilla, Tampa Yacht and Country Club, Merrymakers Club, and Elks, and has served as president of the Florida Chapter of the 4th Division Association, Tampa Board of Realtors and president of the National Aviation Authority, and potentate of Egypt Temple Shrine, and two terms as president of the Y.M.C.A.

On March 10, 1926, Mr. Blank was married to Daisy Paul, in Tampa. They have two children, Richard Harrod and Leslie Harrod, Jr.

PAUL DAVIS COCHRAN

Paul Davis Cochran was born in Atlanta, Ga., May 24, 1886, the son of John Robert Putnam and Jennie Elizabeth (Moore) Cochran. He was educated in the grammar and Boys' High School in Atlanta.

Mr. Cochran became connected with the International Harvester Company in March, 1904, and remained with the company seventeen years. After holding various jobs in the Atlanta office, he was made assistant branch manager in 1915 and three years later, was transferred to the Jacksonville branch as assistant district manager, in charge of sales in southern Georgia, Florida, Cuba, Puerto Rico and the West Indies.

Resigning from the International Harvester Company in 1921, Mr. Cochran came to Tampa and organized the Orange State Motor Company, handling the full line of International Harvester products, including motor trucks, tractors, and farm and grove machinery; also semi-trailers, and road machinery of other manufacturers. The company, of which he is president and manager, now has branches in St. Petersburg and Bradenton, covering Hillsborough, Pinellas, Manatee, Pasco, Hernando and Sarasota counties.

From a nominal start, Mr. Cochran has developed a business requiring approximately one hundred employees and runs well into seven figures annually—a business that has contributed to the progress of Tampa and the development of citrus, farming, pasturing and cattle industries in Southwest Florida.

Mr. Cochran has been a member of the Tampa Chamber of Commerce since 1921, has been a member of the Board of Stewards of the Hyde Park Methodist Church for many years, and is a member of the Palestine Lodge, No. 486, Atlan-



PAUL DAVIS COCHRAN

ta, F.&A.M., Knights Templars, and Egypt Temple Shrine. He is also a member of the Tampa Rotary Club, Palma Ceia Golf Club, University Club and Executives Club and Gasparilla Krewe.

On February 26, 1908, Mr. Cochran was married to Eula Belle Kinsey, at Atlanta. They have two children: Marjorie (Mrs. Arthur D. Brown) and Paul D. Cochran, Jr., and three grandchildren: Marjorie (Bunny) Brown, Linda Brown and Nancy Dean Cochran.

LEBRON AUGUSTIN KINCHEY

LeBron Augustin Kinchley was born in Augusta, Ga., July 22, 1903, the son of Edward Francis and Julia (O'Brien) Kinchley. He was educated at Blessed Sacrament School, New York City; LaVilla, Lausanne, Switzerland, and high school and college, Mount St. Mary, Emmitsburg, Md.

Mr. Kinchley came to Tampa in 1922 and in the following year became connected with the Morris Plan Bank, of which he has been president since 1939. Previously he served the bank as vice-president and treasurer, assistant secretary and treasurer, and cashier.

He is a member of the Tampa Yacht and Country Club, which he served as director, treasurer (1942), and commodore (1942-45); Merrymakers Club, director, vice-president (1935), and president (1936); Ye Mystic Krewe of Gasparilla, director, and king (1939-40); Bachelors' Club, director, and president (1938); Florida Industrial Bankers Association, president (1943-45); Southeastern Association of Morris Plan Banks, vice-president (1940), president (1948-49), and Tampa Chamber of Commerce.

Mr. Kinchley has also been chairman of the bank and investment division of Victory Fund Committee, War Bond Drives; member of staff, Hillsborough County Defense Council; disaster committee, American Red Cross; treasurer, Hillsborough County Association for the Blind; treasurer, Tampa Chapter, National Aeronautics Ass'n; assistant treasurer, Tampa Junior Chamber of Commerce; member, board of governors, Morris Plan Bankers Ass'n and Consumer Bankers Ass'n. He is a former member of the Retail Merchants Ass'n, Tampa Ass'n of Credit Men, St. Petersburg Yacht Club, and Tampa Snipe Fleet.

Mr. Kinchley was married in 1946 to Velma Haddock. They have two children: Julia Rowena and Harry LeBron.

JOHN L. HART

John L. (Jim) Hart was born in Palestine, Tex., August 20, 1888, the son of Anthony E. and Rebecca Hart, both of whom were of Irish descent. He was educated in Houston public schools and at A. & M. College, in Austin, Tex.

Becoming a refrigeration engineer, Mr. Hart was engaged for nearly fifteen years in the installation of refrigeration equipment in cold storage and ice plants in many parts of the South and West Coast. His work included supervising construction of entire plants. He acquired a knowledge of all phases of building.

Coming to Florida early in the Florida boom, Mr. Hart foresaw the great demand for varied types of machinery needed for general construction and road building, and entered the ma-



LEBRON AUGUSTIN KINCHEY



JOHN L. HART

chinery business as a manufacturers' agent. He first established headquarters in Jacksonville but came to Tampa in 1923, and has been located here ever since.

In 1941, Mr. Hart founded the Hart Concrete Products Company and established a plant at 2613 Fourth Avenue for manufacturing concrete blocks. In the beginning, the plant had a capacity of from 600 to 800 blocks a day. Since then the plant has been steadily enlarged. In the fall of 1949, an average of 70,000 blocks weekly were being produced and machinery was being installed for doubling the plant's capacity. In addition to concrete blocks, the company makes ready-mixed concrete, pre-cast concrete window frames, awning type and casement windows, and a general line of concrete products. The products are sold under the trade name of Hartstone. The company is rated as having one of the most modern plants of its kind in the country.

Mr. Hart is president of the Tampa Business Men's Club, a director of Rotary Club and Chamber of Commerce, a life member of the Tampa Police Pistol Club, and a member of the Tampa Boys' Club, Executives Club, Palma Ceia Golf Club, National Concrete Masonry Association, and the Elks Lodge.

CARLTON CARROLL CONE

Carlton Carroll Cone was born at Enon, Ala., January 29, 1897, the son of John Fletcher and Laura (Tarver) Cone. He was educated at the Georgia School of Technology, 1913-15; Atlanta Law School, 1915-16, and Emory University, Law Department, 1916-17.

In 1916, Mr. Cone entered the real estate business with his brother, Charles H. Cone, in Atlanta. He enlisted in the U. S. Navy in 1917, and served three and one-half years, being honorably discharged with a commission as ensign. He has lived in Florida since 1921, and in Tampa since 1923. Since that time he has been active in the real estate, mortgage, property management and insurance fields in Tampa, covering Florida and South Georgia as representative for various northern and eastern mortgage companies. He is also interested in raising cattle, owning and operating Pine Cone Plantation, Pasco County (21 miles from Tampa).

Mr. Cone is a past president of the Tampa Rotary Club and Tampa Board of Realtors, a past commodore of the Tampa Yacht & Country Club, and a past vice-president of the Florida Association of Real Estate Boards. He is a director of Tampa Rotary Club, Y. M. C. A., Latin-American Fiesta, Greater Tampa Chamber of Commerce, Ye Mystic Krewe of Gasparilla, and Tampa Symphony Society. He is a member of the Hillsborough County Port Authority, Board of Trustees of the Children's Home Endowment Fund, Phi Delta Theta Fraternity, local Masonic bodies and Egypt Temple Shrine. He was also a member of the city's surplus property committee which secured Drew Field, the McCloskey shipyards, and other properties from the government for the city.

On May 20, 1919, Mr. Cone was married to Gladys Cassels, at Savannah, Ga. They have two daughters: Carroll (Mrs. Robert T. Cozart, Jr.), and Frances Gordon.



CARLTON CARROLL CONE

J. REX FARRIOR

J. Rex Farrior was born at Chipley, Fla., October 8, 1896, the son of Dr. J. R. and Gussie (Brown) Farrior. He attended Chipley High School, was graduated from Hillsborough High School, and received an A.B. degree from the University of Florida in 1916. Later he took post graduate work and was awarded a J.D. degree in 1924. He was a member of Kappa Alpha, social fraternity; Phi Kappa Phi, honorary academic; Phi Delta Phi, honorary law; Alpha Phi Epsilon, honorary debating, and Blue Key, honorary leadership.

Mr. Farrior taught school and coached athletics at Chipley High School, Pensacola High School for one year, Gainesville High School three years, and the University of Florida two years. He has practiced law in Tampa since June, 1924, and is a member of the law firm of Shackelford, Farrior, Shannon & Stallings.

He was appointed State Attorney, 13th Judicial Circuit, on July 11, 1933, and has since been elected five times, having one or more opponents each time. He is a member of the local, state and American bar associations, served on the executive council of the Alumni Association of the University of Florida, and as one of the three alumni members of the Faculty Committee on Athletics for twelve years. He is a past president of the Tampa Kiwanis Club, a past president of the Tampa Chapter and of the State Conference National Aeronautics Association, and is a member of the Chamber of Commerce, Palma Ceia Golf Club, Commodore Club, Merrymakers Club, Loyal Order of Moose, Elks Lodge, American

Legion, Knights of Pythias, D.O.K.K., Scottish Rite bodies, and Egypt Temple Shrine.

During World War I, Mr. Farrior served as a private, corporal and sergeant of field artillery, and during World War II was chairman of the Advisory Council of U.S.O. Travelers Aid.

On November 24, 1925, Mr. Farrior was married to Lera Spottswood Finley, of Williamsburg, Ky. They have three children: J. Rex, Jr., born June 5, 1927; Anne Preston, born February 15, 1929, and Jennie Finley, born March 29, 1938.

W. MARION HENDRY

W. Marion Hendry was born in Fort Myers, Fla., February 9, 1901, the son of Henry A. and Edna (Langford) Hendry. His great-grandfather, James E. Hendry, was one of the early pioneers of Hillsborough County, having settled in the eastern part of the county in 1851. His grandfather, William Marion Hendry, was married on December 2, 1865, to Susan Wall, daughter of Perry G. and Nancy (Hunter) Wall, of Tampa; in 1873, he moved to Fort Myers, becoming one of that town's first settlers, and he served for eighteen years as clerk of the circuit court of Lee County.

W. Marion Hendry was graduated from the Lee County High School and received his LL.B. degree in 1924 at the University of Florida. He served as municipal judge of Tampa from February, 1926, to May, 1927. He was the youngest man to hold that office up to that time. In 1927 he was appointed judge of the court of crimes of Hillsborough County and served until the court was abolished in 1931. Since then he has prac-



J. REX FARRIOR



W. MARION HENDRY

ticed law by himself. He is also president of State Theatres, Inc., which operates a chain of theatres in Tampa.

On July 22, 1924, Mr. Hendry was married to Ruth E. Templeton, of Gainesville, Fla. They have a son, William Marion, III, born July 3, 1929, who in 1949 was a student at Emory University.

Mr. Hendry is a member of Hillsborough Lodge No. 25, F&AM, Tampa Consistory, Egypt Temple Shrine, Elks Lodge, state and local bar associations, and Tampa Yacht and Country Club and a national officer of the Coast Guard League. Mr. and Mrs. Hendry and their son are members of St. Andrews Episcopal Church.

JOHN A. WHITING

John A. Whiting was born in Alachua County, near Gainesville, Fla., February 14, 1887, the son of Charles Edwin and Senora (Ransome) Whiting. He was educated in the public schools of Alachua County and was graduated from the Gainesville high school in 1905.

Mr. Whiting started working at the Gainesville Foundry & Machine Works, learning the machinist trade. After three years there he went into railroading, working for the Tampa & Jacksonville Railroad, which later was absorbed by the Seaboard. He remained with the Seaboard through 1918, first as a fireman and then as an engineer.

After the war, Mr. Whiting patented the Whiting Railway Motor Coach, the forerunner of the present Diesel locomotives, and placed ten of the coaches with the Seaboard for use on passenger

runs in sections where patronage was light. Eight of these coaches were used on runs out of Tampa.

In the fall of 1924 Mr. Whiting joined the Union Bus Company, engaged in transporting prospective customers of Davis Island lots from all parts of the state. The company later went into regular transportation, establishing service in many parts of central and northern Florida, Mr. Whiting being operations manager.

On September 1, 1935, Mr. Whiting came to Tampa to take charge of the passenger division of Tamiami Trail Tours which then operated only between Tampa and Miami over the Tamiami Trail. Subsequently lines have been extended until the company serves 43 counties and all principal cities east of Tallahassee and south of the Georgia line, with headquarters in Tampa.

Mr. Whiting is a member of the board of directors, president and general manager of Tamiami Trail Tours, Inc., the parent body of Tamiami Trailways and Tamiami Freightways. He is also a member of the board of directors of National Trailways Association which comprises 53 individual corporations operating under the banner of National Trailways Bus System throughout the nation. He is also chairman of the paint and equipment committee of the national association which adopted the uniform design and painting used on all buses of the national system.

Mr. Whiting is the principal stockholder of the Hillsborough Bus System and Coastal Tours, Inc., which have interurban franchises in Hillsborough, Manatee and Sarasota counties. He is a director of the Florida Trucking Association. He is a member of the Christian Church and of chambers of commerce in many cities of the state.

On August 22, 1945, Mr. Whiting was married to Fayedeanne C. Carpenter, of Indiana. By a former marriage he had five children: Lidie (Mrs. Kenneth A. Bryant), Mrs. Eileen Hennessey, Mathryn (Mrs. Arthur M. McNeely), Carmen (Mrs. Lewis Smythe), and Wallace L. Whiting, who died March 25, 1944. Mr. and Mrs. Whiting live on Whitfield Road, Sarasota.

PAUL T. WARD

Paul T. Ward was born in Leroy, Kansas, January 15, 1891, the son of Charles Vincent and Emma (Warrick) Ward, both natives of Illinois. He received his early education in public schools in Kansas, Illinois and Missouri, attended high school in Kansas City, Mo. During the following fifteen years he took special courses in numerous subjects relating to home decoration.

Mr. Ward was employed for seventeen years by the Robert Keith Furniture Co., of Kansas City, as a home decoration specialist. He came to Tampa in 1923 and, with Wallace M. Barbour as a partner, established the firm of Barbour-Ward & Company. In 1930 he purchased Mr. Barbour's interest in the business and shortly afterward incorporated the concern as Paul T. Ward, Inc. Since 1941 the company has been located at 305 Hyde Park Avenue, in the old T. C. Taliaferro home, one of South Florida's most beautiful colonial structures.



JOHN A. WHITING



PAUL T. WARD

On January 1, 1915, Mr. Ward was married to Hazel Lee Wilcox, of Chicago, a graduate of the Chicago Art Institute and a professional decorative designer. Mrs. Ward has been associated with her husband in business ever since their marriage.

Mr. Ward is a member and former director of the Tampa Kiwanis Club, and is a member of the American Institute of Decorators, and a member of the board of governors of the Florida chapter. He is also a member of the Tampa Chamber of Commerce, the National Retail Furniture Association, Tampa Yacht and Country Club, Executives Club, the National Rifle Association and other shooting clubs. During World War I he served in the National Guard of Missouri at Kansas City and during World War II served in the U. S. Coast Guard Temporary Reserve.

Mr. and Mrs. Ward have a son, Warrick Lee, who is associated with them in their business. He is married to Dorothy Ely, daughter of Dr. and Mrs. R. A. Ely, of Tampa. They have a son, Richard Lee, born May 2, 1945.

FRANCIS MERLE HENDRY

Francis Merle Hendry was born in Fort Myers, Fla., July 4, 1891, the son of Francis Marion and Eleanor (Murdock) Hendry. His grandfather, Capt. Francis Asbury Hendry, was one of the pioneer settlers of Hillsborough County, having come here from Georgia in 1851; he married Ardeline Lanier and in 1873 became one of the first settlers of Fort Myers.

Francis Merle Hendry was educated in the public schools of Fort Myers, Punta Gorda and

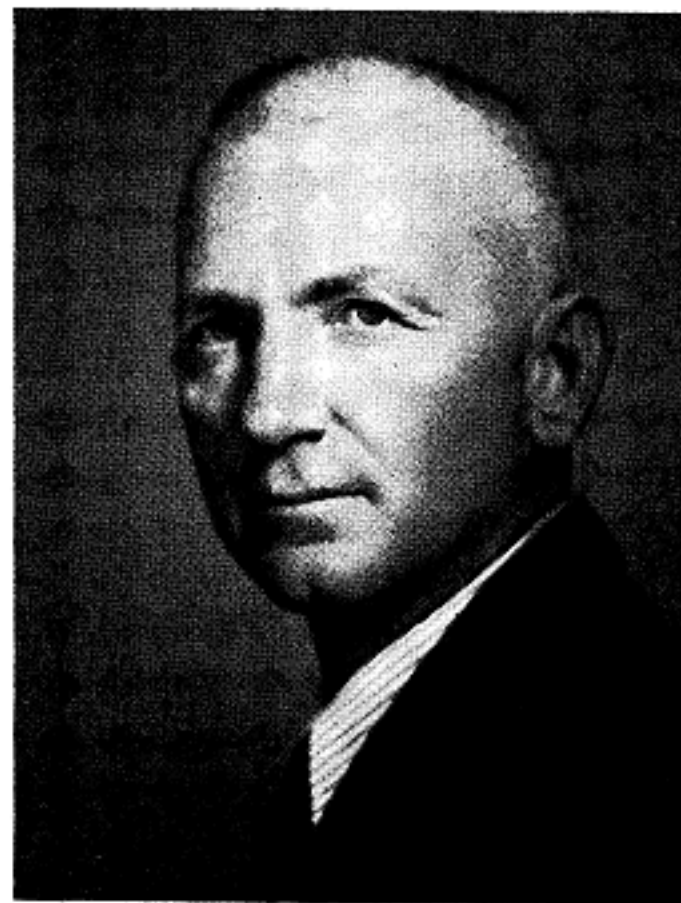
Cincinnati. While still a youngster, he began to study navigation and when he was seventeen years old, went to sea. A year later, he joined the U. S. Navy and served a five-year enlistment. He then was commissioned as a lieutenant in the U. S. Fleet Reserve. During the next nine years he served in the U. S. Merchant Marine for the Standard Oil Company. He holds unlimited masters certificates for both steam and sailing vessels and commanded ships which went to all parts of the world.

Coming to Tampa in 1925, Captain Hendry organized the Shell Producers Company which was engaged in the production and marketing of sand, shell and gravel. This company was succeeded by the Hendry Corporation which for many years has been active in the construction industry, specializing in river and harbor work.

Handling numerous projects for the U. S. Army Engineers, the company has constructed a large part of the national system of intercoastal waterways from North Carolina to Brownsville, Tex., has just completed a \$1,300,000 contract in the Lake Okechobee flood control program, and has also constructed an extensive levee and flood control wall in Louisiana. The company also constructed the major part of the new Jacksonville bridge and is now nearing completion of a \$2,500,000 road construction contract in the vicinity of Brunswick, Ga., for the State of Georgia.

Captain Hendry is a member of the Hillsborough County Port Authority, the Executives Club, and the Methodist Church.

On April 21, 1928, Captain Hendry was married to Martha Crowder, of Meriwether County,



CAPT. FRANCIS MERLE HENDRY

Georgia. They have three sons: Mark Crowder, Harold Merle and Aaron Ward.

GEORGE BLAINE HOWELL

George Blaine Howell was born in Ithaca, N. Y., May 2, 1893, the son of Charles Clark and Anna Wyckoff (Blaine) Howell. He was educated at Dartmouth College, 1912-13, and Cornell University 1913-17, where he received an LL.B. degree.

In April, 1917, he enlisted in the U. S. Army and served overseas until November, 1919, being discharged as a captain, Coast Artillery Corps. He was admitted to the New York State Bar in 1919 and was associated with the J. C. Stowell Co., Ithaca, until the fall of 1925 when he came to Tampa to become connected with the Exchange National Bank as trust officer, vice-president and director.

In November, 1940, he was named president of the Tampa Shipbuilding Co., Inc. (q.v.), which position he held until after the end of World War II. On January 2, 1946, he became active in the banking business again as president of the First Savings & Trust Co., now the Marine Bank & Trust Company, a position to which he had been elected in March, 1944, after the death of A. C. Clewis, the founder. Mr. Howell is chairman of the board of Electronic Tube Corporation, Philadelphia; the Broquinda Corporation, St. Petersburg, Fla.; Empire Steel Products Corporation, Tampa, and president of Theatre Buildings, Inc. He is a director of Eastern Air Lines, Inc., Canada Dry Ginger Ale of Florida, Foremost Dairies, Inc.,



GEORGE BLAINE HOWELL

Florida State Chamber of Commerce, and several other corporations.

Mr. Howell was president of the Florida Bankers Association, 1937-39, was a founder and is now a trustee of the University of Tampa, and is a director of the Florida State Fair and Gasparilla Association. He is a member of the Tampa Yacht and Country Club, the Palma Ceia Golf Club, Ye Mystic Krewe of Gasparilla, Veterans of Foreign Wars, American Legion, Savage Club (Ithaca, N. Y.), Cornell Club, N.Y.C., Sphinx Head, Delta Kappa Epsilon and the Episcopal Church.

On February 2, 1920, Mr. Howell was married to Mary Trice Clewis, of Tampa. They have three children: Alonzo Charles Clewis and Mary Trice (twins), and George Blaine Howell, Jr.

WILLIAM HOWARD FRANKLAND

William Howard Frankland was born in Jackson, Tenn., November 26, 1901, the son of Frank M. and Bertha F. Frankland. After being graduated from high school in Jackson, he was sent by his father to study the tire business at a school maintained by the B. F. Goodrich Company in Akron, Ohio. When he completed the special training, he was placed in charge of the tire department at the Frankland Carriage Company and made vice-president of that company. This company is owned by his father and is now known as Frankland's in Jackson, Tennessee.

Coming to Tampa in 1925, Mr. Frankland bought The Pioneer, a filling station located at Grand Central and Boulevard. A year later he built a much larger service station across the corner and in 1929 he built another tire store at the corner of Tampa and Whiting streets, operating both stores with the main office at Tampa and Whiting. He later acquired the entire block on Tampa Street, as well as two-thirds of the block in back of the Tampa Street location, and now operates the Pioneer Tire Company, Inc., main store with a yearly volume of well over one million dollars.

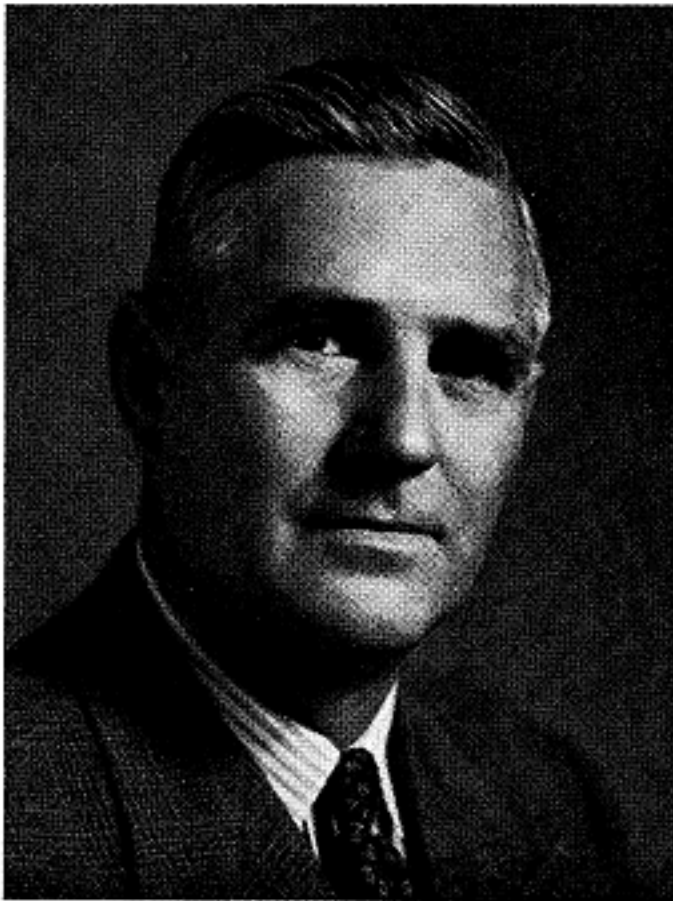
Mr. Frankland also owns a business in Havana, Cuba, known as Servicio De Gomas Pioneer, S. A., which was the first tire recapping company in Cuba. Until a short time ago, he also was the Lincoln-Mercury Dealer for the island of Cuba.

He is president of Davis Islands, Inc., and president of Hofran, Inc., which manufactures the "Hofran" line of baseballs and softballs which have national distribution and which are some of the many products developed by Mr. Frankland's inventive ability.

Mr. Frankland is a director of the First National Bank, Hillsborough County Taxpayers Association, Tampa Boys Club, University Club, Florida State Fair and Crestview Realty Company, which owns several large office buildings in the city.

Mr. Frankland has served as president of the following civic clubs: Tampa Rotary Club, Tampa Chamber of Commerce, Tampa Merchants' Association, Presidents' Round Table, and numerous other organizations.

Mr. Frankland was also president of the Palma Ceia Golf Club and is now first lieutenant of the



WILLIAM HOWARD FRANKLAND

Ye Mystic Krewe of Gasparilla. He is also a member of the Elks Club.

On November 17, 1921, Mr. Frankland was married to Winifred Perry, of Jackson, Tenn. They have one son, Perry Frankland.

Mr. Frankland is a lover of flowers and his home is located on a large tract of land with many flower gardens. His special hobby is growing azaleas and camelia. His home is one of the outstanding residences in this section.

RAY C. BROWN

Ray C. Brown was born in Johnson City, Kansas, April 30, 1890, the son of Charles W. and Hattie (Stephens) Brown. He was graduated from Kansas University, in Lawrence, Kansas, with an LL.B. degree in 1911. He started practicing law in his home town of Watonga, Oklahoma, with Seymour Foose.

Mr. Brown was made first lieutenant, Infantry, in 1917 during the first War. He transferred to the Army Air Service in which he served fourteen months and received a pilot's rating.

After the war he returned to Watonga where he remained until the fall of 1925 when he came to Tampa and became a member of the law firm of Macfarlane, Pettingill, Macfarlane and Fowler. In 1933 he left that firm and practiced thereafter as an individual until September, 1945, when he and his son, Norman S. Brown, formed a partnership for the practice of law and now practice under the firm name of Brown & Brown.

Mr. Brown has served as counsel for the Cigar Manufacturers Association of Tampa for the past fifteen years. He also has been attorney for the Greater Tampa Chamber of Commerce for six-

teen years and for the Hillsborough County Port Authority since 1947. His firm represents many industries and businesses in Tampa and the Tampa trade territory.

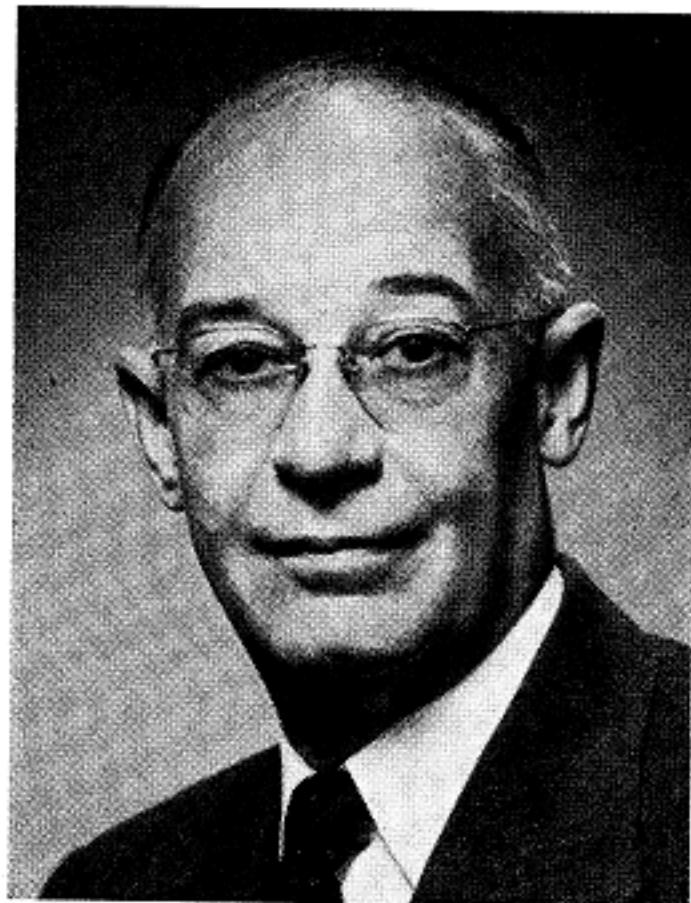
Mr. Brown is a 30-year member of the American Legion and was Judge Advocate of the Department of Oklahoma in 1923-24. He is a 32nd degree Mason, and a member of Egypt Temple Shrine, University Club and Ye Mystic Krewe of Gasparilla. He is a member of the Tampa, State of Florida and American bar associations, also Phi Alpha Delta law fraternity.

On June 24, 1915, Mr. Brown was married to Cleo Marguerite Carpenter, of Watonga. They have three children: Norman S., born January 10, 1917; Ray C., Jr., born April 23, 1918; and Iva Eileen (Mrs. John P. Corcoran), born June 24, 1920. They also have four grandchildren: Eileen Rhea, Mary Baird and Raymond Clair, daughters of Norman S. Brown, and Gail Marguerite, daughter of Mrs. John P. Corcoran.

WILLIAM C. McLEAN

William C. McLean was born in Grenada, Miss., December 17, 1896, the son of William C. and Susie (Collins) McLean.

He comes from a family which has been represented in the legal profession for five successive generations, covering 161 years. Robert Whyte, his great-great-grandfather, a native of Scotland, was born at Wigtonshire January 6, 1767, was educated for the ministry and was at one time professor of languages at William & Mary College, Virginia; he studied law in Virginia and moved to North Carolina in 1789 to engage in the prac-



RAY C. BROWN



WILLIAM C. McLEAN

tice of law at Tarborough; he moved to Nashville, Tenn., in 1802 and served as a justice of the Supreme Court of Tennessee from 1816 to 1834. His great-grandfather, Alney McLean, was a member of the 16th and 18th Congress and from 1821 to 1841 was a circuit judge in the Breckenridge circuit, Kentucky. His grandfather, Robert D. McLean, moved to Grenada, Miss., in 1835 and practiced law there until his death in 1874. His father, William C. McLean, was a justice of the Supreme Court of Mississippi in 1911-1912; he died in 1928.

Mr. McLean was graduated with a B.S. degree from Millsaps College in Jackson, Miss., in 1916 and from the University of Mississippi with a LL.B. degree in 1918. After serving in World War I, he practiced law with his father in Grenada and was elected county prosecuting attorney in 1924, which position he resigned to move to Tampa in 1925 where he has practiced law ever since.

Mr. McLean was one of the founders of the Palma Ceia Presbyterian Church and has served it as an elder for more than 20 years. He owns and operates citrus groves in Pinellas County and has citrus grove interests in Pasco County.

In the fall of 1949 the Tampa and Hillsborough County bar association named Mr. McLean as one of seven attorneys recommended for appointment to the two circuit judgeships then open. Shortly afterward, the Hillsborough County Commissioners appointed him, on October 16, 1949, to serve as county attorney.

On December 10, 1924, Mr. McLean was married to Marion Jones of Nashville, Tenn., whose father Howard Jones, was chief of the Bureau of

Valuations of the Interstate Commerce Commission for many years. Mr. and Mrs. McLean have three sons: William C., born October 20, 1927; Howard J., born October 14, 1928, and Robert D., born April 24, 1930. All attended Tampa schools and were graduated from Plant High School. William C. graduated from Duke University in 1949 and then began studying law at the University of Florida. Howard is now (early 1950) a senior and Robert D. a sophomore at Duke University.

JAY L. HEARIN

Jay L. Hearin was born in Quincy, Fla., August 17, 1894, the son of Alfred Thompson and Mattie (Love) Hearin. He was educated in the Quincy public schools and at the University of Florida where he was graduated with a B.S. degree in 1915. He then started working for Swift & Company. After getting married, about a year later, he opened up an automobile supply business in Gainesville which he sold at the start of World War I when he enlisted in the Florida National Guard. He served first in the Infantry and then in the Quartermaster Corps, becoming a second lieutenant.

When the war ended, Mr. Hearin returned to Quincy and went into the automobile business as a dealer. A year later he sold the agency and went into the leaf tobacco business. He came to Tampa in the fall of 1924 on a tobacco selling trip, became enthused over the section's possibilities, and came here to live in 1925. Entering the real estate business, he started as a salesman for the Lloyd-Skinner Realty Co. and soon became sales manager of the concern.



JAY L. HEARIN

After the crash of the Florida boom, he went into business for himself, forming his own company on November 1, 1926. The company was incorporated under its present name, Jay Hearin, Inc., in 1932. It deals in mortgages, loans, and insurance as well as real estate. Mr. Hearin is also president of Hearin-Rankin Insurance Agency. During the 1930s he was for six years the receiver of the Interbay Drainage District. He is a director of the Marine Bank and Trust Company.

Mr. Hearin is a past president of the Tampa Board of Realtors and the Florida Association of Realtors. He has been an active member for many years of the National Association of Real Estate Boards in which he served seven years as a member of the board of directors and two years as a member of the executive board. He also served the national association twelve years as a member of the board of governors of its Institute of Real Estate Management and is now a member of the board of governors of its Brokers Institute and Society of Industrial Realtors. He also served six years as a member of the Florida Real Estate Commission.

During World War II, Mr. Hearin was a civilian member of the 7th District Navy Manpower Survey Committee. He also has served as chairman of the housing committee of the Red Cross Disaster Relief Committee and as chairman of the housing division of the Hillsborough County Defense Council.

Mr. Hearin is a past president of the Exchange Club, a former director of the Chamber of Commerce, a deacon of the Hyde Park Presbyterian Church. He is a member of the Masonic Lodge (Egypt Temple Shrine and Jesters), the University Club, Ye Mystic Krewe of Gasparilla, Alpha Tau Omega fraternity, and Tampa Yacht and Country Club.

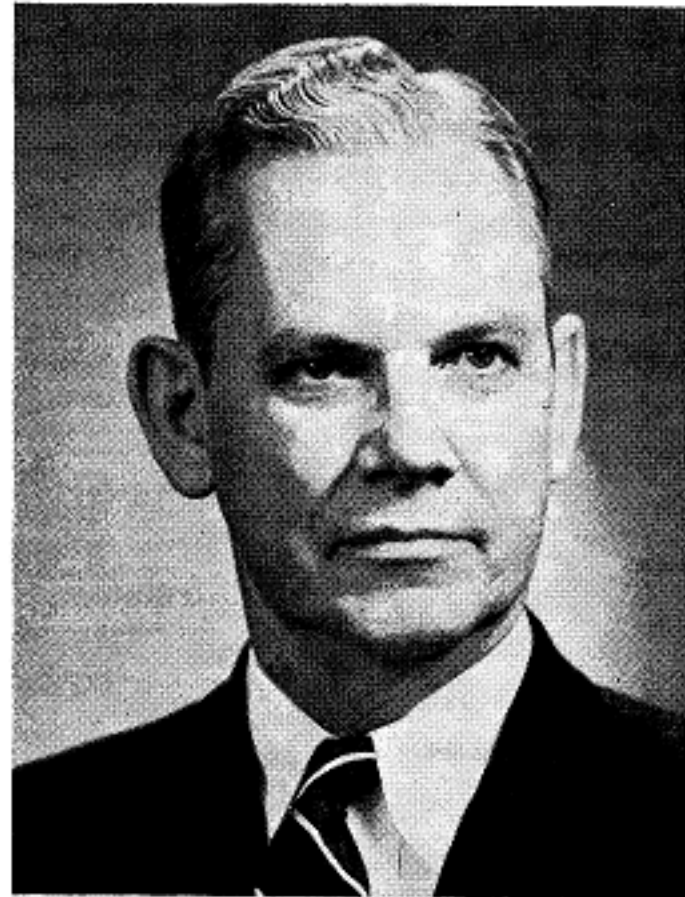
On November 20, 1916, Mr. Hearin was married to Louise Grantham, at Thomasville, Ga. They have two children: Alfred and Margaret (Mrs. John G. Rankin), and five grandchildren: Marty and John G. Rankin, Jr., and Connie Jay, Jerry and Anita Hearin.

CARL BARNARD SMITH

Carl Barnard Smith was born at Elberton, Ga., June 18, 1892, son of Barnard Forrest and Sarah Elizabeth (Jones) Smith. He was educated at Gibson Mercer Academy, in Bowman, Ga., and later was engaged for several years in the general insurance business in Georgia.

Mr. Smith came to Tampa in February, 1925, and became associated with Sumter L. Lowry (q.v.) in the general insurance business. In 1932 Mr. Smith purchased the interest of Mr. Lowry and established the firm of Carl B. Smith & Sons, composed of Harry C. Smith and Stockton H. Smith. The firm was incorporated October 1, 1945, with Harry C. Smith as president and Stockton H. Smith as vice-president and secretary. The company is the general agent for the Travelers Insurance Company and the Travelers Indemnity Company of Hartford, Conn.

In December, 1944, Mr. Smith was persuaded by his warm friend, Governor-elect Millard F.



CARL BARNARD SMITH

Caldwell, to accept the chairmanship of the Florida Industrial Commission to fill the unexpired term of Boyce A. Williams, and in January, 1945, he was reappointed for a four year term by Governor Caldwell. During the time of his service Mr. Smith devoted his full time to the commission, living in Tallahassee. He financed the construction of the \$2,500,000 home of the commission, known as the Caldwell Building, in the Capitol Center, through revenue certificates to be retired from rentals largely paid by the Federal government.

Mr. Smith is a member of St. Andrews Episcopal Church, the Tampa Chamber of Commerce and Florida State Chamber of Commerce, a past member of the Tallahassee Rotary Club, an honorary member of Ye Mystic Krewe of Gasparilla, a 32nd degree Mason and Shriner.

Mr. Smith married Polly Ann Rhodes, of Washington, Ga. They have four sons: Sherman H., Norman B., Harry C. and Stockton H. Smith. Sherman is president of the Sherman H. Smith Service, Inc., of Tampa. Norman is president of the Smith-Mickler Company of St. Petersburg.

LAURENCE AYRES GRAYSON

Laurence Ayres Grayson was born in Vienna, Va., January 30, 1895, son of Joel and Anna L. (Hanan) Grayson.

In April, 1917, while in his first year at the University of Virginia, Mr. Grayson volunteered in the army air corps and was commissioned as a second lieutenant in February, 1918. Assigned overseas to serve with the Royal Air Force, he crashed July 26, 1918, near Lincoln, England, and was hospitalized two years. Returning to the



JUDGE L. A. GRAYSON

University of Virginia, he completed his study of law in 1925. He had been admitted to the Virginia bar in 1924.

Coming to Tampa in 1925, he joined the law firm of Macfarlane, Pettingill, Macfarlane and Fowler and remained with it until 1930. Since then he has engaged individually in the practice of law. On February 1, 1944, he was appointed judge of the criminal court of record to take the place of Judge John R. Himes, then on military leave from the court. He was elected to the judgeship in May, 1948.

Judge Grayson is a former commander of U.S.S. Tampa Post No. 5, American Legion, and is a member of the Air Force Association, 40 et 8, Elks Lodge, and Tampa and Florida State bar associations. He was chairman of the Hillsborough County Democratic Committee, 1934-38, and is a director of the Florida and Hillsborough County tuberculosis and health associations and of the South Florida Blood Bank. He is a member of Sigma Nu social fraternity, Phi Delta Phi legal fraternity, and the Eli Banana society of the University of Virginia.

On March 31, 1927, he was married to Josephine Cole, daughter of Edwin A. and Bessie (Eastman) Cole.

ASHER CULP

Asher Culp was born in Goshen, Ind., March 7, 1893, the son of Albert and Elizabeth (Pletcher) Culp. He was educated in the public schools of Goshen where he played on the baseball and basketball teams.

Mr. Culp started working in the Farmers and Merchants Bank, of Foraker, Ind., but after two

years entered the lumber and building material business, being associated with companies in Foraker and Spencerville, Ind. He came to Tampa in July, 1925, at the peak of the Florida boom, and worked for three years with the Tampa Lumber & Manufacturing Co. In 1929 he organized the Culp Lumber Co., with offices and yards at Horatio and Packwood, and he has headed the company ever since.

Mr. Culp served as president of the Tampa Retail Lumber Dealers Association for about ten years; he was president in 1938 of the Florida Lumber and Millwork Association and director for many years from the Tampa district. He is a member of the Tampa Builders Exchange, Tampa Merchants Association, Tampa Chamber of Commerce, Forest Hills Golf and Country Club, Men's Garden Club, Boys Club of Tampa, International Concatenated Order of Hoo-Hoo, Elks Lodge, and Kiwanis Club.

On September 2, 1943, Mr. Culp was married to Lillian Allen, of Valdosta, Ga. By a former marriage he has two children: Olive (Mrs. Jack Beanland), and Edward.

Edward Culp was married on September 10, 1940, to Lois Holder. They have two children: Constance, born January 29, 1947, and Christine, born September 3, 1948. During World War II he served three and one-half years in the U. S. Coast Guard, becoming a lieutenant (j.g.). He is secretary-treasurer of the Culp Lumber Co.

Olive Culp was married November 10, 1934, to Jack Beanland. They have a daughter, Beverly Ann, born November 2, 1936. Mr. and Mrs. Beanland are both associated with the Culp Lumber Co.



ASHER CULP

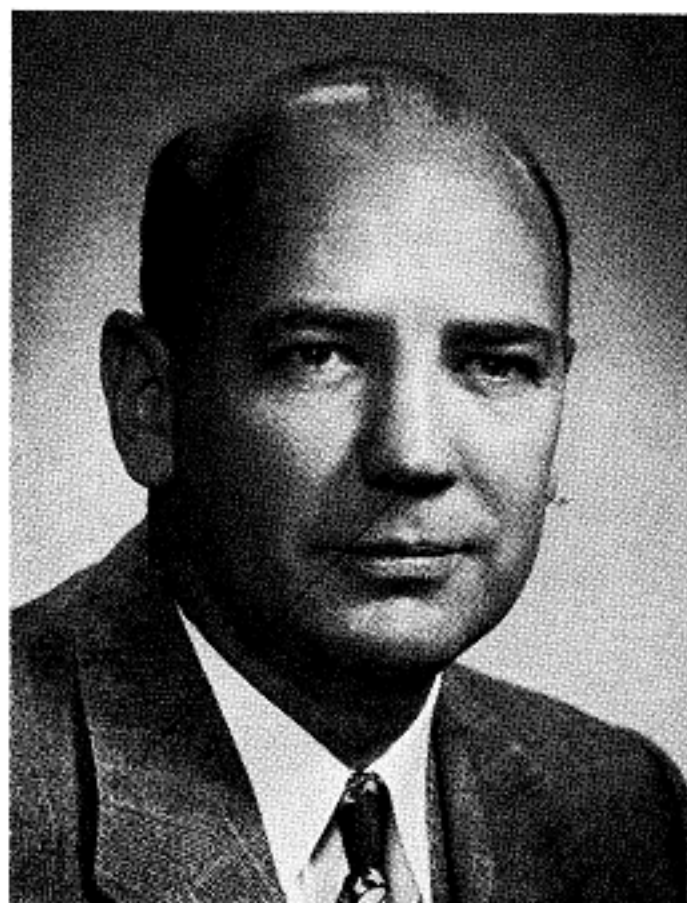
SAM F. DAVIS

Sam F. Davis was born in Smyrna, Tenn., October 6, 1909, the son of Oscar M. and Nimmie (King) Davis, both natives of Tennessee. He attended public schools in Smyrna and in Tampa, where the family moved in 1925. He then attended the University of Florida from which he was graduated in 1934 with a B.S. degree in business administration.

While at the university, Mr. Davis played three years on the varsity football team and was captain of the team in 1933. He also won two letters as a member of the boxing team. He was one of ten seniors of the Class of '34 selected for the Hall of Fame. He was a member of the A.T.O. social fraternity and Florida Blue Key honor fraternity.

After graduation from the university, Mr. Davis entered the insurance business in Tampa, representing the Equitable Life Assurance Society of New York. In 1937 he became a partner of W. Eldridge Smith in the general insurance business. In November, 1938, he purchased a half interest in the Mutual Insurance Agency, Inc. He became sole owner and president of the agency in April, 1945. The concern represents non-accessible dividend paying companies writing fire, casualty and associated lines of insurance. In April, 1946, Mr. Davis organized and has since been president of the Davis-Wright Co., Inc., which engages in real estate and property management.

On February 28, 1942, he went into the armed services as a lieutenant, Infantry, and served in the South Pacific theatre. Later he was trans-



SAM F. DAVIS

ferred to the 10th Air Force and served in the India-Burma-Chinese theatre after August, 1945. He was discharged April 26, 1946, with the rank of major.

Mr. Davis for the past three years has been chairman of the sports committees of the Greater Tampa Chamber of Commerce and the City of Tampa. He is a past president of the Exchange Club and is a director of the Palma Ceia Golf Club, Ye Mystic Krewe of Gasparilla, University Club, the Jr. Chamber of Commerce and Greater Tampa Chamber of Commerce. He is one of three civilian members of the University of Florida Athletic Association and is vice-chairman of the Alumni Association of the university.

On March 15, 1938, Mr. Davis was married to Helen Ayala, of Tampa. They have two children: Suzanne E., born June 20, 1944, and Sam F., Jr., born April 25, 1946.

ANDREW PICKENS COLES

Andrew Pickens Coles was born in Columbia, S. C., February 5, 1902, son of John Stricker and Helen Iredel (Jones) Coles. He was educated at Clemson College, S. C., and the University of South Carolina, 1922-25 (LL.B. degree).

Coming to Tampa in 1925 he began practicing law with the firm of Watson & Phipps. Later he was a member of the law firms of Phipps & Coles and of Coles & Bryson. He was assistant county solicitor from 1929 to 1933. Since 1933 he has practiced alone. As general counsel of Tamiami Trail Tours, Inc., he has aided in extending the company's franchise rights and developing it into an efficient bus and truck line. He has specialized in motor highway transportation law.

Mr. Coles was one of the founders of the Bay-side School for Handicapped Children, is president of the Hillsborough County Association for Crippled Children, and is a trustee at large and a member of the executive committee of the National Society for Crippled Children.

He was the first president, 1935, Junior Bar Section, State Bar Association; president, Young Democratic Club, Hillsborough County, and has been a member since 1926 of the Tampa, Hillsborough County and American bar associations. He was a lieutenant commander U. S. Coast Guard Reserve (T), and was in command of Tampa Port Security Force during World War II. He was chancellor commander Bay Lodge, Knights of Pythias, 1932, and is a member of Palma Ceia Golf Club, Merrymakers Club, Exchange Club, Kappa Alpha fraternity, Ye Mystic Krewe of Gasparilla, and the Episcopal Church.

On October 16, 1929, he was married to Emala Parkhill, daughter of Charles B. and Helen (Wall) Parkhill (q.v.). They have two children: Helen Rudisill Coles and Andrew Pickens Coles, Jr.

FRANK HENRY FORBES

Frank Henry Forbes, secretary and treasurer of Tamiami Trail Tours, Inc., was born in Tazewell County, Virginia, May 10, 1881, the son of Clinton and Julia (Carbaugh) Forbes, both natives of Virginia. He attended public schools



FRANK HENRY FORBES

in Tazewell County, was graduated from Burkes Garden Academy, in Burkes Garden, Va., in 1898, and later took a business administration course at the Eastman Business College, in Poughkeepsie, N. Y.

After completing his formal education, Mr. Forbes worked two years as a bookkeeper for the Thomas Coal Company, in McComas, W. Va., and then became connected with W. A. Scott & Co., wholesale grocers of North Tazewell, Va., with whom he remained from 1904 to 1922. At that time he took over the management of the Clinch Valley Insurance Agency, in Tazewell, Va.

Coming to Tampa in 1925, at the peak of the Florida boom, Mr. Forbes became associated with the Industrial Acceptance Corporation. In January, 1928, he was employed as a bookkeeper by Tamiami Trail Tours, Inc., and was stationed at Everglades, Fla., where the company then had its general offices.

In 1935 the company moved its offices to Tampa and at that time Mr. Forbes was made treasurer and placed in charge of the office and accounting department. In March, 1948, he was named secretary of the company and since then has served as secretary and treasurer.

Mr. Forbes is a member of the Kiwanis Club and the Methodist Church.

On February 10, 1904, he was married to Cora Hackworth. They had five children: Myrtle (Mrs. Walter Beavers), Charleston, W. Va.; George J., Tampa; Maggie May (deceased); Clarence J., Tampa, and Mildred (Mrs. Walter Holzman), Everglades. Mrs. Forbes died in 1927 and on June 30, 1939, he was married to Miss Pearle Swindal, of Tampa. He now has nine grandchildren and two great grandchildren.

JACKSON CLIFFORD MacDONALD

Jackson Clifford MacDonald was born in Alexandria, La., on October 12, 1900, the son of Robert Jackson and Edwina (Dickenson) MacDonald. His father died when he was a small child. His mother, who was the author of four novels and hundreds of short stories and serials which were published in the leading national magazines, was the first Florida woman whose name was listed in "Who's Who In America." She was also listed in "Who's Who In English Literature."

Mr. MacDonald was graduated from George Washington High, in New York City, when 15 years old. He then took a three-year course in the School of Journalism at Columbia University. While attending the university he worked at various times as a reporter for the DAILY NEWS, NEW YORK JOURNAL, and City News Service. After graduating, he served a year as a naval air cadet, being stationed at Dinner Key, at Miami.

After returning to New York early in 1919, Mr. MacDonald worked for New York newspapers until 1923 when he came to Tampa and worked for a short time as a reporter on the TAMPA TRIBUNE. He then went to St. Petersburg and became a reporter on the INDEPENDENT. In the fall of 1924, he started publishing THE SPECTATOR, a weekly news-feature tabloid, which he continued until the spring of 1925 when he joined Frank Pulver in starting the tabloid DAILY NEWS.

In September, 1925, Mr. MacDonald sold his interest in the NEWS to Mr. Pulver and came to Tampa and purchased the Lloyd Printing



JACKSON CLIFFORD MacDONALD

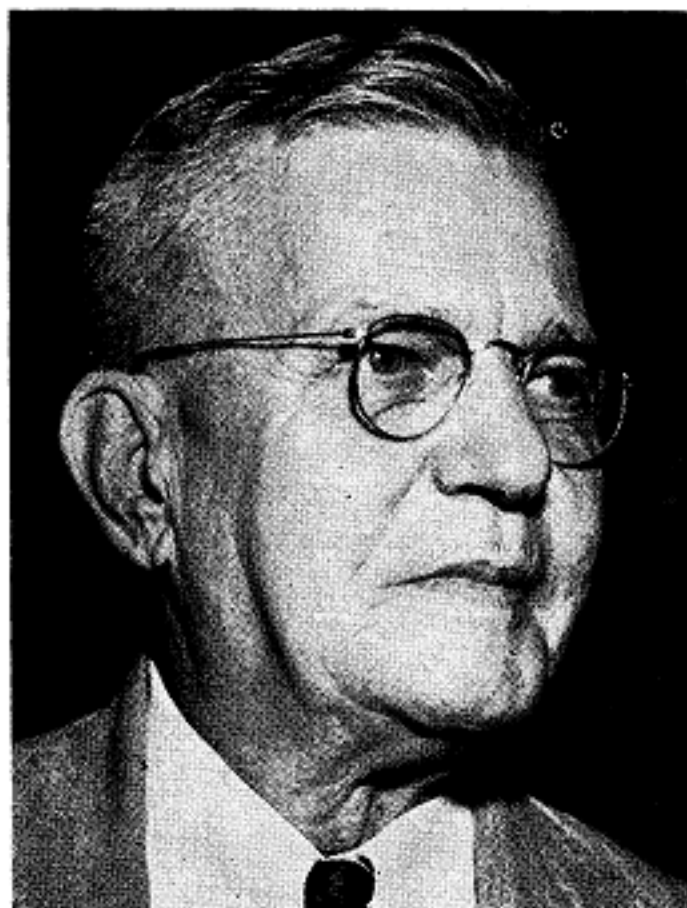
Company. He has been engaged in the printing business ever since. His plant was located for fourteen years in the Tampa Times Building but was moved late in 1945 to a large new building of his own at 702 Ellamae Street. For many years he has specialized in color lithography and his plant is now rated as one of the largest and most modern in Florida. He also does a large volume of promotional advertising for hotels, chambers of commerce, and other clients in all parts of the state.

Mr. MacDonald is now chairman of the Hillsborough County Aviation Authority, commodore of the Tampa Yacht and Country Club, and president of both the Hillsborough County Association for the Blind and the Florida Cooperative Association for the Blind. He is a member of the National Lithographers Association, Ye Mystic Krewe of Gasparilla, Tampa Advertising Club, Greater Tampa Chamber of Commerce, Elks Lodge, and Knights of Pythias. He is also a member of Holyrood Lodge, F.&A.M., a 32nd degree Mason, Scottish Rite, a member of Egypt Temple Shrine and the University Club of Tampa.

On September 23, 1935, Mr. MacDonald was married to Georgia Cornelius, daughter of Judge and Mrs. G. H. Cornelius, of Tampa. They have a son, George Clifford, born July 27, 1937. Mrs. MacDonald is a past president of the Junior League of Tampa.

HENRY CUMMING TILLMAN

Henry Cumming Tillman was born at Edgefield, S. C., August 14, 1884, son of Benjamin Ryan and Sallie (Starke) Tillman. His father



JUDGE HENRY CUMMING TILLMAN

served for many years as a United States senator.

Mr. Tillman received his collegiate education at Clemson College where he received a B.S. degree in 1903, and at Washington and Lee University, where he was graduated from the law department with an LL.B. degree in 1906. Admitted to the bar in South Carolina in 1907, he practiced in Greenwood until 1922 when he became a judge. During World War I he served as captain, C.A.C., 1917; major, 62nd Artillery, C.A.C., 1918, overseas in France.

Coming to Tampa in 1926, after being admitted to the Florida bar, he practiced here until October 17, 1949, when he was appointed a judge of the 13th judicial circuit. From 1934 to 1938, he served as state senator from Hillsborough County; from 1937 to 1941 as assistant county attorney, and from 1939 to October, 1949, as member and chairman of the Tampa Utility Board.

Judge Tillman is a member of the Florida and American bar associations, the American Legion, Veterans of Foreign Wars, Elks, Knights of Pythias and Masons.

On October 4, 1906, he was married to Mary Fox, at Concord, N. C. They have three children: Mary (Mrs. F. S. Snead), Adeline (Mrs. Harry P. Baya, Jr.), and Benjamin Ryan Tillman. Judge and Mrs. Tillman have five grandchildren: Henry T. and Mary Ann Snead, Sarah Starke, and Rosalie and Emery Edward Baya.

FRANCIS J. GANNON

Francis J. Gannon was born in Boston, Mass., October 21, 1886, son of John W. and Katherine Frances (Crowley) Gannon. His father was a native of New York and his mother of Massachusetts.

He attended Quincy School and English High School in Boston.

Mr. Gannon is one of those men who followed a consistent program in his career and who started out on it at an unusually young age. When he was only 15 years old he was employed as an errand boy or "runner" for Stone and Webster, of Boston. Soon he was a stenographer in their Boston office. After leaving school his progress was rapid and in August, 1906, he went to Dallas, Tex., where he remained until 1908 when he was appointed treasurer of the Pawtucket Electric Co., of Pawtucket, R. I., at the age of twenty-one. In October, 1910, he was made treasurer of the Edison Electric Illuminating Co., of Brockton, Mass. A year later he was assigned to Reno, Nev., where he served companies which later became the Sierra Pacific Power Co.

In June, 1916, Mr. Gannon was appointed treasurer of the Northern Texas Traction Co., in Fort Worth, Tex., and also handled special assignments throughout the Southwest. In August, 1926, Mr. Gannon was elected vice-president and treasurer of Davis Islands, Inc., in Tampa, and remained with that company until October, 1928, when he was elected president of the El Paso Electric Co., El Paso, Tex. In April, 1931, he returned to Tampa after having been elected vice-president of Tampa Electric Co. In January, 1946, Mr. Gannon was elected president of that company.

Active in civic affairs of Tampa, Mr. Gannon is a past president of the Tampa Chamber of Commerce and is a director of the Florida State Chamber of Commerce. He has long been a director of the South Florida Fair and Gasparilla Association and is now its vice-president. He is a member and director of Ye Mystic Krewe of Gasparilla, a member and former director of Tampa Yacht and Country Club, Palma Ceia Country Club and Tampa Rotary Club, a member of National Aeronautical Association, Propellor Club and the Knights of Columbus. He is a trustee of Sulphur Springs Race Track Welfare Fund and a member of the advisory committee of the Salvation Army. He was chosen as the Outstanding Citizen of Tampa in 1941.

On June 19, 1907, Mr. Gannon was married to Miss Grace Murphy, of Boston. They have three living children: Grace (Mrs. Dennis T. Sullivan), Mary (Mrs. Samuel M. Butler), and Francis J., Jr.

The Gannons have four grandchildren: Margaret Tucker Butler, Mary Milner Butler, Grace Gannon Butler and Samuel M. Butler, Jr.

G. L. REEVES

G. L. Reeves was born at Bell Buckle, Tenn., June 5, 1902, son of Wiley Jackson and Willie Myrtle (Ogilvie) Reeves. He was educated in public schools of Nashville, Tenn., and at Vanderbilt University where he received his LL.B. degree in 1925. He has been admitted to practice in Tennessee and all Florida courts, U. S. District Court, Court of Appeals, U. S. Supreme Court and Interstate Commerce Commission.



G. L. REEVES

Mr. Reeves is a member of the law firm of Reeves, Allen & Johnson. He was formerly assistant county attorney, attorney for the school board of Hillsborough County, and receiver for the Pomello Drainage District. He has been local counsel, division counsel, acting general solicitor and is now special counsel for the Atlantic Coast Line RR Co. He is also attorney and director of the Marine Bank & Trust Co., and director of Lyons Fertilizer Co., West Coast Fertilizer Co., and Tampa Southern RR Co.

He is a past president of the Junior Chamber of Commerce, Exchange Club of Tampa, West Coast Vanderbilt Alumni Association, Palma Ceia Golf Club and Forest Hills Country Club; past chamberlain and director, Ye Mystic Krewe of Gasparilla; past secretary of Florida State Junior Chamber of Commerce, and is now director of the Greater Tampa Chamber of Commerce. He is a member of the Merrymakers Club, Tampa Yacht and Country Club, Ye Mystic Krewe of Gasparilla, Phi Delta Phi, Lambda Chi Alpha, Hillsborough Lodge No. 25, F.&A.M., University Club of Tampa, Tampa Touchdown Club, Palma Ceia Golf Club, International Order of Blue Goose and Atlantic Claimsmen Association.

On February 19, 1927, Mr. Reeves was married to Kathryn Cornelia Williams, at Tampa. They have three sons: G. L., Jr., Richard Williams, and Robert Laws.

FRANK RILEY HUNT

Frank Riley Hunt was born in Gainesville, Ga., August 6, 1897, the son of Frank Cleveland and Callie (Riley) Hunt.

After attending public schools in Gainesville, Mr. Hunt went to Atlanta and opened a small store in Atlanta Theatre building. The store prospered until the theatre was closed because of World War I. Mr. Hunt then worked a short time at the Alexandria shipyards but soon enlisted in the Army motor transport corps. He was receiving special training at Georgia Tech when the war ended.

Returning to Atlanta, Mr. Hunt started working in the service department of the White Motor Company. After four years he was transferred to Jacksonville to become service manager for the White Motor Company for the state of Florida. The Jacksonville factory branch then had five mechanics; before the Florida boom ended, Mr. Hunt had seventy-five mechanics in his department.

In January, 1926, Mr. Hunt was made district manager of the company for southwest Florida, with offices in Tampa. On July 1, 1934, he took the branch over as a distributor and has been a distributor ever since. In March, 1939, he also became a distributor for G-M-C trucks; in 1943 he added Fruchauf trailers and in 1948 Trailmobile trailers. He also has the West Florida franchise for Thermo King Trailer Refrigerators, used in transporting frozen orange juice concentrates and other frozen foods. Mr. Hunt's concern, Hunt Truck Sales & Service, was incorporated January 1, 1946. He is also president of Transportation Equipment, Inc., of Plant City, and Pinellas Truck & Equipment Co., of St.



FRANK RILEY HUNT

Petersburg; director of Holland Coca-Cola Bottling Co., Holland, Mich., and secretary, treasurer and director in Southeast Equipment, Inc., Orlando, Fla.

Mr. Hunt is a director of the Florida Trucking Association, member of the Florida and Tampa automobile dealers' association, Tampa Chamber of Commerce, Tampa Yacht & Country Club, Palma Ceia Golf and Country Club, the Masonic Lodge, 32nd degree, Egypt Temple Shrine, Egypt Temple Shrine honor patrol, Elks, and First Baptist Church.

On September 25, 1919, Mr. Hunt was married to Agnes R. Richardson, of Lavonia, Ga. They have two children: Bonnie Caroline (Mrs. Samuel Corral), and Frank Richardson.

Mrs. Hunt is president of the Salvation Army's Women's Home and hospital and a member of the board of directors of Rosavaltz Settlement, West Tampa, and Wolff Settlement, Ybor City. She is also an active worker of the First Methodist Church.

BRUCE M. ROBBINS

Bruce M. Robbins was born in Brewton, Ala., November 26, 1894, the son of James I. and Martha (McGowin) Robbins, both natives of Alabama. He was educated at the Mobile Military Institute and the University of Alabama from which he was graduated with a B.S. degree in 1916.

After leaving the university, Mr. Robbins worked two years on a cattle ranch for an uncle, Joe McGowin, and then became connected with the Robbins & McGowin Lumber Company, of Samson, Ala., in which his father was an official.

In 1920 he joined the McGowin-Foshee Lumber Company, of Falco, Ala. In 1926 this concern sent him to Willow, Fla., on the southern edge of Hillsborough County, to take charge of a mill it had established there in connection with its lumbering operations.

In 1937 Mr. Robbins organized the Robbins Manufacturing Company, at Nebraska Avenue and 131st Street. This concern, now the largest of its kind in the Tampa Bay region, manufactures and wholesales pine, cypress and hard woods which it gets from all parts of Florida and adjoining states.

Mr. Robbins served for three years as a member of the Hillsborough County Port Authority and is a member of the Rotary Club, Elks Lodge, Tampa Chamber of Commerce, Propellor Club, Tampa Business Exchange, Florida Lumber and Millwork Ass'n, and Delta Kappa Epsilon fraternity. He is an associate member of the American General Contractors Ass'n and a member of Christ the King Catholic Church.

On February 17, 1917, Mr. Robbins was married to Marie Hermann, of Mobile, Ala. They have five children: Martha (Mrs. L. W. Hall), Bruce M., Jr., Joseph H., R. James and Jerome H. Bruce is vice-president and production manager of the Robbins Manufacturing Co. and Joseph is secretary. Both graduated from the University of Florida and both served in the armed services during World War II, Bruce as a captain in artillery and Joseph as a lieutenant in the Army Air Corps. James is now attending the University of Florida and Jerome, Jesuit High School.



BRUCE M. ROBBINS

Bruce M. Robbins, Jr., was married in 1949 to Lois Wilson, of Tampa. Joseph was married in February, 1948, to Antoinette Minardi, of Tampa; they have a son, Bruce M., III.

J. R. (DICK) MYNATT

James Robert (Dick) Mynatt was born in Crawfordsville, Ark., January 10, 1901, the son of James Robert and Annie M. (Wash) Mynatt. His father was a native of Tennessee and his mother of Arkansas.

After attending public schools in Crawfordsville and business college in Memphis, Mr. Mynatt started working for the insurance firm of D. A. Fisher, Inc., of Memphis, on Armistice Day, 1918.

Returning to Crawfordsville in 1920, Mr. Mynatt continued in the insurance business there until February, 1926, when he decided to learn something first-hand about the much-publicized Florida boom. He arrived in Tampa just in time to learn that the boom had ended.

Soon after coming here, Mr. Mynatt went to work for the Cunningham Investment Company. In 1936 he bought an interest in the agency and six years later acquired full ownership. He then changed the name of the concern to J. R. Mynatt, Inc. As head of the firm he represents many old line stock fire and casualty insurance companies, some of which he has been connected with for thirty years.

In 1944 Mr. Mynatt was appointed as a member of the Zoning Board and served as chairman until November 18, 1948, when he was appointed to serve on the Utility Board of the City of Tampa.

Mr. Mynatt has been a steward of the Seminole Heights Methodist Church for fifteen years and a teacher of a boys' class for three years.

He is a member of Hillsborough Lodge F. & A. M., Scottish Rites Consistory, Egypt Temple Shrine, Kiwanis Club, Elks, Tampa Insurers Exchange, Tampa Board of Realtors, and during World War II was chief air raid warden of Hillsborough County.

On January 8, 1923, Mr. Mynatt was married to Miss Elizabeth West, of Earle, Ark. They have a son, James Robert, Jr., born April 3, 1941.

WILLIAM BERNARD HAGGERTY

William Bernard Haggerty was born at Red Lodge, Montana, on June 26, 1906, the son of William Peter and Catherine (Smith) Haggerty. He was educated in the public schools of Red Lodge, 1912-20; St. Thomas Military Academy, St. Paul, Minn., and St. Thomas College, pre-legal, at St. Paul, 1924-26.

After leaving college, Mr. Haggerty came to Hillsborough County and joined the sales force of the Seaboard Oil Company, in Plant City. In 1929 he was made manager of the Gulf Coast Poultry Cooperative, in Tampa, where he remained two years. From 1931-34 he was assistant manager of Wilson & Co., in Tampa.

In 1934, Mr. Haggerty organized the Tampa Cold Storage Company which took over the Tampa Hardware Company building at Morgan and Peck Streets. He has served as president and general manager of the concern ever since. He has also been president since 1935 of Haggerty, Inc., air conditioning and refrigeration contractors, agency for York Corporation in sixteen



J. R. (DICK) MYNATT



WILLIAM BERNARD HAGGERTY

counties of the West Coast. Mr. Haggerty is also president of Tampa Aviation, Inc., which owns exclusive patents on the use of cold air encountered in flight by aircraft to refrigerate the craft.

Mr. Haggerty has the distinction of being the only Tampa man who ever received awards in one year from both the Junior Chamber of Commerce and Presidents Round Table for being the most distinguished citizen. The awards were granted in 1938 by a secret citizens committee for his efforts to halt gambling. In 1945, Mr. Haggerty sponsored legislation creating the Hillsborough County Aviation Authority and was appointed to serve as its first chairman.

He is a member of the Elks Club, Exchange Club, Gyro Club, Hillsborough County Taxpayers Association, Tampa Chamber of Commerce, and National Aeronautic Association.

On November 13, 1927, Mr. Haggerty was married to Meribeth Henderson, at Tampa. They have two children: Katherine Ann, born January 19, 1940, and William B., Jr., born November 13, 1944.

FRANK MATTHEW TRAYNOR

Frank Matthew Traynor was born in Wilmington, Del., October 20, 1881, the son of Andrew and Elizabeth (Durney) Traynor. After attending public schools, he started working as a youth for the Pusey & Jones Co., of Wilmington, manufacturers of paper mill machinery and ship-builders; followed by eight years with Wilmington Malleable Iron Company; and later joined the Charles Marner Company, a building materials firm.



FRANK MATTHEW TRAYNOR

In 1914, Mr. Traynor got into the cement manufacturing business, with the Lehigh Portland Cement Company at the headquarters office at Allentown, Pa. The company then had plants in Pennsylvania, Indiana, Illinois, Iowa, and Washington. The Fordwick, Va., and Birmingham, Ala., plants were purchased and built, and Mr. Traynor was district sales manager of each in turn. In 1925, at the height of the Florida boom, he went to Miami to be vice-president and general manager of the I. E. Schilling Company.

In 1927, Mr. Traynor came to Tampa to become sales director of the Florida Portland Cement Company, organized a year before. Shortly afterward he was made vice-president and a director. He has held these positions in the concern ever since, the name of which was changed to the General Portland Cement Company in February, 1947.

Mr. Traynor is a past president (1932-34) of the Tampa Chamber of Commerce, and is a director of the Florida State Chamber of Commerce. He has been a member of the Rotary Club since 1916, and is a member of the Palma Ceia Golf Club, Tampa Yacht and Country Club, Madeira Beach Bath Club, University Club, Elks, Knights of Columbus, and the athletic commission of the University of Tampa. He is a member of the Catholic Church.

On February 5, 1921, Mr. Traynor was married to Diana Barker of Chicago.

GEORGE DEWEY WILBANKS

George Dewey Wilbanks was born in Equality, Ala., January 4, 1898, the son of George G. and Laura (Cousin) Wilbanks, both natives of Alabama. He was graduated from Alexander City High School, in Alexander City, Ala., and was attending Alabama Polytechnic Institute, in Auburn, Ala., when he enlisted in the U. S. Army during World War I. He was assigned to the Army Student Training Corps until discharged on December 13, 1918.

Going to Tifton, Ga., after the end of the war, Mr. Wilbanks worked four years for the Bank of Tifton and the National Bank of Tifton. He then came to Florida in 1924 and entered the real estate business in Orlando, being associated with the Angebilt Land Company.

In 1927, Mr. Wilbanks came to Tampa and went into the livestock, dairy and cattle raising business with his two brothers, Dr. J. D. Wilbanks and Dan Wilbanks. They gradually extended their interests and during World War II had five dairies with 1400 cows. The Wilbanks brothers have aided greatly in improving the breed of dairy and beef cattle in the state, having started to import Brahman and other purebred cattle in 1930. Since the war, they have sold all except one of their dairies. Mr. Wilbanks is now secretary of the W. & A. Cattle & Dairy Company and vice-president of Wilbanks Bros. Dairies, Inc. He and his son, George D., Jr., own a 1,000-acre ranch at Ruskin.

Mr. Wilbanks is also connected with the J. B. Hardin Hardware Company which he and his brothers purchased in 1925. He and his brothers also organized the Tampa Lumber & Creosote



GEORGE DEWEY WILBANKS

Company which was recently sold to the Tampa Tar Products Company.

Mr. Wilbanks is a delegate-at-large and a director of the Hillsborough County Cattlemen's Association; a director, Pan American Zebu Association, San Antonio, Tex.; a director, Hillsborough County Taxpayers Association; chairman, board of visitors, Hillsborough County Juvenile Homes, white and colored; a steward in the Brandon Methodist Church; a Mason, and a member of Egypt Temple Shrine and the Kiwanis Club. In 1950 he was campaign manager, Hillsborough County Pepper for Senate Club.

On September 10, 1921, Mr. Wilbanks was married to Ruthe Chamblee, of Gainesville, Ga. Their son, George D., Jr., was born February 24, 1931. He attended public schools in Brandon, Riverside Military Academy, in Gainesville, Ga., and was graduated from Plant High School in 1949. He entered Duke University, Durham, N. C., in the fall of 1949.

JOHN W. McWHIRTER

John W. McWhirter was born in Royston, Ga., August 24, 1897, the son of Lemon S. and Alice (Gwin) McWhirter. He was graduated from Royston High School in 1915 and attended the University of Georgia from 1916 to 1923 except for two years spent in the U. S. Navy during World War I. At the University of Georgia, where he received his LL.B. degree in 1923, he was president of the senior law class and a member of Kappa Sigma fraternity.

After graduating, Mr. McWhirter spent three years in Central America as auditor for the Trujillo Railroad Company, Honduras. He then

came to Tampa and began practicing law in the firm of Shackleford & Brown. He opened his own office in 1931 and has practiced continuously since then, specializing principally in taxation, estates, real estate and corporation law, and as a side line has dealt rather extensively in Tampa real estate, having been at one time owner and operator of the Bayshore Royal Hotel. On January 4, 1949, he was appointed by Governor Warren as attorney for the State Road Department.

Mr. McWhirter is a past president and now a director of the Palma Ceia Golf Club, is a former director of the Florida State Hotel Association, and is a member of the Tampa Yacht and Country Club, the Elks and Moose lodges, Ye Mystic Krewe of Gasparilla, American Legion, the Methodist Church, and the Hillsborough County and Florida State Bar associations. He is a colonel on Governor Warren's official staff.

He was married in 1927 to Murrel Hebble. They have three children: John W., Jr., Carol, and Linda.

FRED K. CONN

Fred King Conn was born in Russellville, Brown County, Ohio, December 16, 1881, the son of Samuel A. and Emma (King) Conn, both natives of Brown County. He was educated in the public schools of Winchester, Ky., where the family moved in 1887, and at Walnut Hills High School in Cincinnati.

Mr. Conn entered the lumber business when a youth and was associated with his father for a number of years. In 1909 he organized and became president of the Bayou Land and Lumber



JOHN W. McWHIRTER



FRED K. CONN

Company with headquarters in Cincinnati. He later organized an operating subsidiary, the Bayland Saw Mill Company, with mills in the Mississippi delta area. This company was organized so that the employees would participate in management and stock ownership. Mr. Conn directed extensive hardwood timber operations in Louisiana and Mississippi, involving more than 100,000 acres. He was a director of the Gum Manufacturers' and Hardwood Manufacturers' Associations, Mississippi River Flood Control Association, and Southern Alluvial Land Association.

Retiring from the lumber business in 1928, Mr. Conn came to Tampa. Since then he has been active as a trader in real estate and other investments.

Mr. Conn has been actively interested in Red Cross work since 1927, when he served as vice-chairman of disaster operations in Yazoo County, Mississippi, under the direction of Herbert Hoover. Since coming to Tampa, he has served as a member of fund campaign committees, has been the chairman of the chapter finance committee and a member of the board of directors since 1943. As chairman of the building committee, he had a leading part in the acquisition of the present chapter building.

He is a member of the Rotary Club of Tampa, Executives Club, Greater Tampa Chamber of Commerce, is on the advisory board of the Boys Club of Tampa, and a director of the Tampa Symphony Society, Inc.

During World War II he served as volunteer director of civilian defense operations in Florida,

and assisted in establishing the Southwest Florida Blood Bank.

On September 12, 1905, Mr. Conn was married to Harriet Fichter of Loveland, Ohio. After her death in 1939, he was married to Edith Fichter of Tampa.

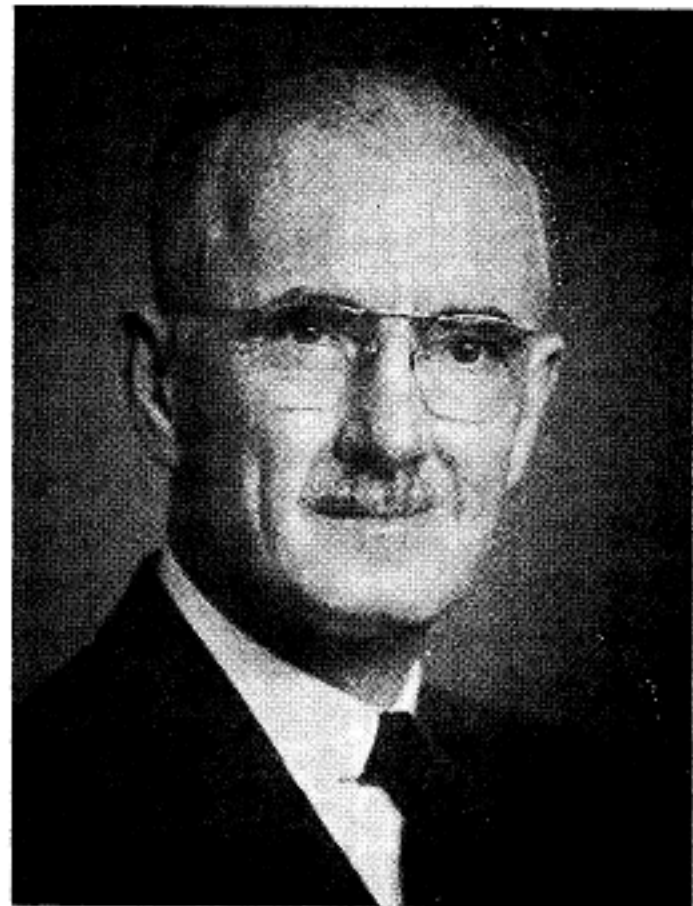
VICTOR HUBORN NORTHCUTT

Victor Huborn Northcutt was born near Evergreen, Ala., March 6, 1892, the son of William Benjamin and Camella Lucille (Glenn) Northcutt. He was educated in the public schools there and at a business college in Montgomery, Ala.

After working for three years as a bookkeeper in a woodworking plant in Troy, Ala., he went with the Farmers & Merchants National Bank where he remained from 1915 to 1918. From August, 1918, to December 31, 1919, he served as assistant national bank examiner 6th Federal Reserve District, from January 1, 1920, to June 30, 1921, as state bank examiner for Alabama, and from July 1, 1921, to July 31, 1928, as national bank examiner, with headquarters first in Dallas and Amarillo, Tex., and then in Jacksonville and Lakeland, Fla.

Mr. Northcutt was named vice-president of the First National Bank of Tampa August 1, 1928, director on January 1, 1931, and executive vice-president in January, 1943. In January, 1950, he was named president. He was also president of the Broadway National Bank until January, 1950, when he became chairman of the board.

Mr. Northcutt is a past director, Robert Morris Associates (bank credit men); past president



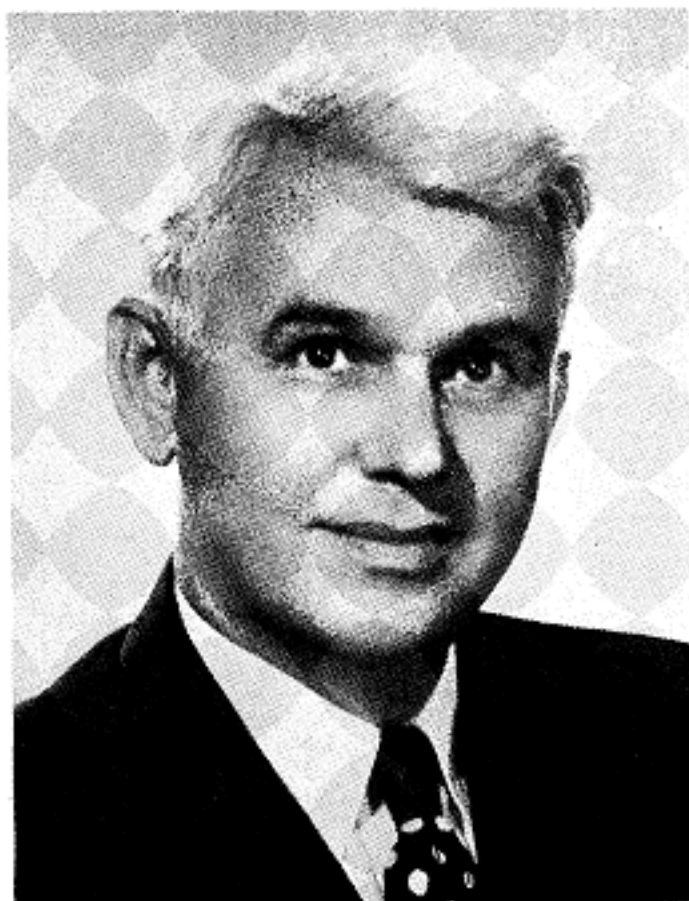
VICTOR HUBORN NORTHCUTT

and now director, Hillsborough County Taxpayers Association; past president, Tampa Clearing House Association, Florida Bankers Association, and Tampa Executives Club; past state vice-president, American Bankers Association; chairman of board, Old Peoples Home and Suburban Tampa Sanitary District; state chairman, U. S. Savings Bonds Division; director, Tampa Civic Music Association; past chairman, Tampa Chapter, American Red Cross; steward, Hyde Park Methodist Church; director, Community Chest, and trustee, Tampa University. He is a member of the Rotary Club, Palma Ceia Golf Club, and University Club. During World War II he served as chairman of the American Red Cross War Fund three years, and chairman of Hillsborough County War Financing Committee in seven bond campaigns. He received the 1944 Civitan award as Tampa's outstanding citizen.

On October 15, 1915, Mr. Northcutt was married to Ruby Wright, at Troy, Ala. They have one daughter, Virginia, who on November 29, 1941, was married to Frank L. Lane, Jr. Mr. and Mrs. Lane have two children: Vicki, born February 21, 1943, and Frank Love, III, born June 2, 1947.

ELLWOOD CECIL NANCE

Dr. Ellwood Cecil Nance, president of the University of Tampa, was born in Ashland, Ky., December 14, 1900, the son of Henry and Daisy (Thompson) Nance. During World War I he served as a combat soldier with the U. S. Army Third (Marine) Division in five major battles and ten months with the Army of Occupation in Germany.



DR. ELLWOOD CECIL NANCE

After returning to civilian life in 1919, he studied in six seminaries, colleges and universities to prepare for the Protestant ministry. He has three degrees, including the honorary doctorate, D.S.Litt., from Kentucky Christian College "for leadership and scholarship in religion."

Doctor Nance first came to Tampa in 1930 to become pastor of the First Christian Church after holding pastorates in Kentucky and Ohio. He left here in 1937 to continue his ministerial career as pastor of the First Christian Church in Seattle, Washington. In 1939 he left the ministry to enter the field of higher education.

When World War II started, Doctor Nance was a dean and professor at Rollins College. Still holding his ministerial credentials, he accepted a commission as chaplain in the Army. He was for a short time regimental chaplain of the 84th Division Field Artillery and had a brief tour of duty as post chaplain at Fort Adams, but made his chief contribution to the war effort as a member of the faculty of the Chaplain School at Harvard University where he helped train more than 8,000 army chaplains of the Catholic, Protestant and Jewish faiths. Doctor Nance has six medals for services in the two wars.

While he was training chaplains at Harvard, Doctor Nance compiled his third book, "Faith of Our Fighters," which was twice dramatized over the national network of C.B.S. Dr. Daniel Poling called it "the outstanding spiritual biography of the war." Previously Doctor Nance had written "From Dust to Divinity" and "Florida Christians." He has written for many magazines and professional journals at home and abroad.

Named president of the University of Tampa in May, 1945, he has headed the institution ever since. Under his leadership, the University has experienced great growth and development and has become internationally known.

Doctor Nance is a member of many professional, scientific, educational, civic, religious and fraternal organizations. The list includes the Southern Association of Science and Industry, Florida Academy of Sciences, Florida Association of Colleges and Universities, American Association of School Administrators, National Education Association, Society for the Advancement of Education, International Platform Association, Army Advisory Committee (Third Army), Delta Chi, Pi Gamma Mu, Executives Club, University Club, American Legion, V.F.W., Lions, International League of Purple Heart, Elks, Eagles, Knights of Pythias, Moose, Army and Navy Chaplains Association, Atomic Energy Information Committee, United Nations Committee, Christian Church, West Coast Poetry League, National Poetry Society, Tampa Symphony Orchestra, Florida Christian Endeavor Union, National Conference of Christians and Jews, and many others.

Doctor Nance received the "Outstanding Citizen Award" for the year 1948-49 for his services to the City of Tampa and the University of Tampa. He was chosen for the honor by a secret committee of prominent citizens appointed by the Civitan Club.

On September 18, 1924, Doctor Nance was married to Helen Collins, daughter of William and Juliet Collins, of Greenup, Kentucky. They have two children: June Caywood and John Scott.

CHESTER H. FERGUSON

Chester H. Ferguson was born in Americus, Ga., July 1, 1908, the son of S. Hugh and Barbara (White) Ferguson, both natives of Georgia. He attended preparatory school at Locust Grove Institute, Locust Grove, Ga., studied at the University of Alabama and Mercer College, and was graduated with an LL.B. degree from the University of Florida in 1930.

Coming to Tampa upon graduation, Mr. Ferguson joined the law firm of Macfarlane, Pettingill, Macfarlane & Fowler. In 1935 he became a member of the firm, the name of which is now Macfarlane, Ferguson, Allison & Kelly. He is a director of the Exchange National Bank.

When World War II started, Mr. Ferguson was a first lieutenant in the Officers Reserve Corps. He entered the U. S. Air Force in February, 1942, and served until February, 1946, becoming a colonel. Two years of his service was in the China-Burma-India theatre. He was awarded the Bronze Star, Air Medal and Legion of Merit.

Mr. Ferguson is a director of the Tampa Chamber of Commerce and Y.M.C.A., a vestryman at St. Andrews Episcopal Church, a trustee of the University of Tampa, and a member of all bar associations, the American Legion, Rotary Club, Palma Ceia Golf Club, Tampa Yacht and Country Club, Ye Mystic Krewe of Gasparilla,



CHESTER H. FERGUSON

Merrymakers Club, University Club, Air Force Association, Phi Delta Theta fraternity, Blue Key honorary society.

On December 2, 1939, Mr. Ferguson was married to Louise Lykes, daughter of Howell T. and Estella (Long) Lykes. They have two children: Stella Louise, born December 27, 1940, and Howell Lykes, born August 4, 1944.

JOHN McLEAN ALLISON

John McLean Allison was born in Greenville, Ky., October 8, 1901, the son of John and Minnie (Eaves) Allison, both natives of Kentucky. His father died in 1905 and his mother brought the family to Florida and settled in Orlando.

Mr. Allison was educated in public schools of Florida and was graduated from the University of Florida with an LL.B. degree in 1927. He then went to Clearwater and for the next three years practiced law with the firm of Kelly, Casler & Thompson. In 1930 he came to Tampa and practiced alone until June, 1946, when he became a member of the firm of McKay, Macfarlane, Jackson & Ferguson. The firm name is now Macfarlane, Ferguson, Allison & Kelly.

He served as assistant county attorney from 1934 to 1937 and as county attorney from January, 1941, to January, 1949. From 1941 to 1948 he was a member and vice-chairman of the State Board of Law Examiners. He is now a member of the council of the section of legal education of the American Bar Association and is a member of the American Law Institute, Florida State Bar Association, and the Bar Association of Tampa and Hillsborough County.

Mr. Allison is a member of Hillsborough Lodge No. 25, F.&A.M., and Tampa Consistory; is assistant rabban of Egypt Temple Shrine, and is a member of the Royal Order of Jesters, Tampa Yacht and Country Club, Palma Ceia Golf Club, Ye Mystic Krewe of Gasparilla, Alpha Tau Omega social fraternity, Phi Delta Phi legal fraternity, and Phi Kappa Phi scholastic fraternity. He is a past president of the Lions Club and a member of St. John's Episcopal Church.

On March 1, 1932, Mr. Allison was married to Virginia Taylor, daughter of James F. and Alice Marshall (Smith) Taylor (q.v.). They have a son, John M., Jr., born March 1, 1932, now a senior in Sewanee Military Academy, Sewanee, Tenn., and a daughter, Nancy Elizabeth, born July 19, 1938.

JAMES WALLACE GRAY

James Wallace Gray was born in St. Paul, Minn., October 6, 1901, the son of Alexander and Evelyn (Peterson) Gray. He was educated in the public schools and St. Thomas' Academy, in St. Paul.

After leaving school, Mr. Gray started working for the Western Union Telephone & Telegraph Company at St. Paul. He was later transferred by the company to Detroit and Chicago. In 1929 he was made superintendent at Norfolk, Va., and in 1931 was promoted to the position of division commercial manager in charge of systems and methods for the southern division, com-



JAMES WALLACE GRAY

prising nine southeastern states, with headquarters in Atlanta. In 1932 he was transferred to Tampa to be superintendent of the local office.

In 1939, Mr. Gray was appointed treasurer of the Tampa Shipbuilding & Engineering Company and a year later was made secretary-treasurer of the Tampa Shipbuilding Company, Inc., which position he held until after the war ended. Since 1946 he has been a vice-president and director of the First Savings and Trust Company, now the Marine Bank & Trust Company. He is also a director and treasurer of the Vernor Ginger Ale Bottling Company of Southwest Florida; director and vice-president, Raybro Electric Supplies, Inc.; director, secretary-treasurer, Theatre Buildings, Inc., and Bayshore Properties, Inc., and director and president, Marjim, Inc.

Mr. Gray is chairman of the board of commissioners of the Virginia Park Sanitation District; member, Chamber of Commerce, Tampa Horse-show Association (director and past president), Ye Mystic Krewe of Gasparilla, the Masonic Lodge, and Presbyterian Church. He is also a member of the Tampa Yacht and Country Club, University Club, and Bath Club.

On December 24, 1924, Mr. Gray was married to Avanelle Wiseman. They have two children: James Wallace and Mary Sue.

DAVID ELMER SMILEY

David Elmer Smiley, president, editor and publisher of the TAMPA DAILY TIMES, was born in Philadelphia March 10, 1879, son of Thomas and Isabel (Gibson) Smiley.

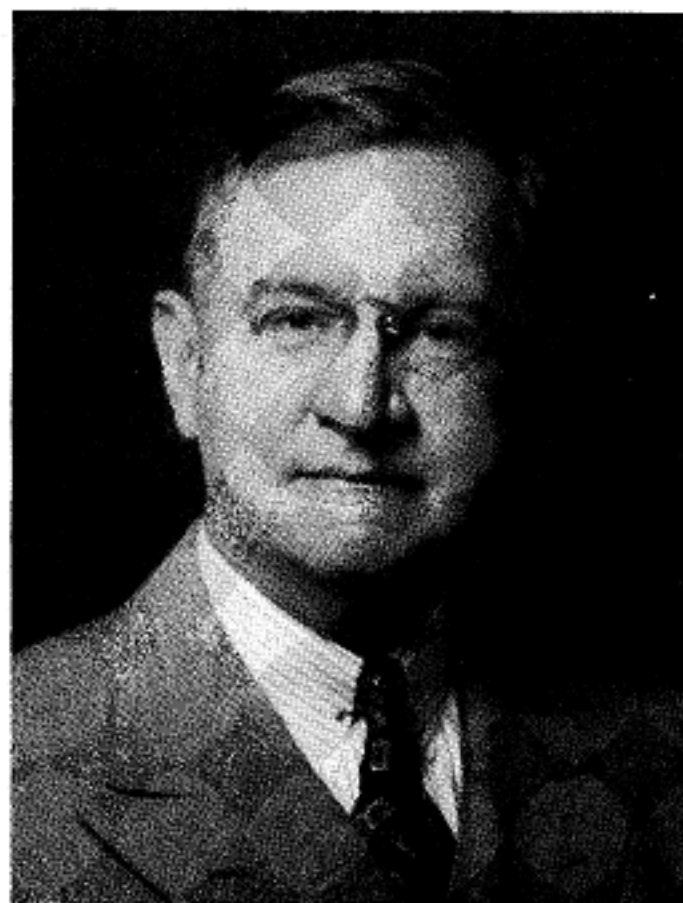
After attending public schools in Philadelphia, he started working when seventeen years old as a

newspaper reporter at \$4 a week. Two years later he was assistant city editor of the PHILADELPHIA BULLETIN. While working as a reporter he read law in a private law office and was admitted to the bar of Philadelphia courts and the Pennsylvania supreme court in 1906.

In 1910, Mr. Smiley was made city editor of the PHILADELPHIA PUBLIC LEDGER. Two years later he moved to the EVENING BULLETIN to be editorial writer and dramatic critic. Back on the PUBLIC LEDGER again in 1916, he served two years as managing editor and from 1918 to 1922 as editor-in-chief of the EVENING PUBLIC LEDGER. He then was made editor-in-chief of the MORNING, EVENING and SUNDAY LEDGER and in 1924 was also made editor-in-chief of the NEW YORK EVENING POST, and in 1925, editor of the PHILADELPHIA ILLUSTRATED SUN, all these papers being owned by the late Cyrus H. K. Curtis.

During a trip to Paris in 1923 when reorganizing the foreign service of the PUBLIC LEDGER, he interviewed Prime Minister Poincare at a moment when repudiation of war debts to the United States was a big issue and secured from him the famous statement that France considered its war debts to the United States "debt of glorious origin." On other trips abroad he became acquainted with many of the leaders of other European countries.

In 1927, Mr. Smiley left the Curtis newspapers and became general manager of the North American Newspaper Alliance, a world-wide news and feature syndicate. During his three years in that position he became acquainted with newspaper publishers and editors throughout the United



DAVID ELMER SMILEY

States and many foreign countries. During 1931 and 1932 he published the U. S. NAVY REVIEW.

In 1933, Mr. Smiley formed a partnership with Ralph Nicholson, one of his former reporters, and took over the TAMPA TIMES and Radio Station WDAE from D. B. McKay. He has since served as editor and publisher of the newspaper and operator of the radio station.

Mr. Smiley has taken a keen interest for many years in the development of the University of Tampa and was elected chairman of the board of trustees in 1945. He has also served as a director of the Tampa Chamber of Commerce and of the Florida State Fair and Gasparilla Association. During the war he served on the executive board of the Tampa Economic Development Committee and was member for Florida of the advisory council, Office of Censor. He was elected an honorary member of the Tampa and Hillsborough Bar Association in 1940. He served as president of the Associated Dailies of Florida during World War II and is a member of the Southern Newspaper Publishers Association and the American Newspaper Publishers Association.

He was a charter member and chairman of the membership committee of the American Society of Newspaper Editors when it was organized in 1922 and was a director in it from 1923 to 1927 and its vice-president in 1926. He is the president of The Smileys in America Family Association and is a member of the Rotary Club, Ye Mystic Krewe of Gasparilla and the University Club.

On April 3, 1907, Mr. Smiley was married to Miss Mary Fletcher, in Philadelphia. They have three children: David E., Edith (Mrs. Paul D. Crowl), and Joseph F., and four grandchildren, Nancy and Thomas Smiley Crowl, and Joseph F. Jr., and John McLean Smiley.

J. D. (JACK) PETERS

J. D. (Jack) Peters was born in Sanford, Fla., November 13, 1911, the son of Walter Henry and Alice Mary (Smith) Peters. He attended Sanford public schools and was graduated in 1933 from the University of Florida with a B.S. degree in business administration.

Coming to Tampa after leaving college, Mr. Peters entered the insurance business and worked for three years with the Equitable Life Insurance Company. He then became connected with the Bentley-Gray Dry Goods Company and has been with that concern ever since, being now vice-president and general manager. He is also a director of the Exchange National Bank and of the Maas Realty Company.

During World War II, Mr. Peters entered the Army Air Force in February, 1942, as a first lieutenant and served three years with the 8th Air Force in England. During the last eighteen months he was a colonel, serving as director of personnel of the 8th Air Force under General J. H. Doolittle. He was awarded the Legion of Merit, the Bronze Star and the French Croix de Guerre with Palm.

Mr. Peters is now president of the Tampa Rotary Club; a director of the Florida State Fair and Gasparilla Association, the Y.M.C.A., the



J. D. (JACK) PETERS

Tampa Merchants Association, the Palma Ceia Golf Club, and the Hillsborough County Tax Payers Association; a past officer of Ye Mystic Krewe of Gasparilla, a former officer of the Tampa Yacht and Country Club, a member of the University Club, and a director-at-large of the Whole Drygoods Institute, Inc.

On February 15, 1939, Mr. Peters was married to Eleanor May McKay, daughter of Charles A. and Irene May (McKague) McKay. They have two children: Eleanor Ann, born January 13, 1944, and John Charles, born August 14, 1946.

DAVID S. WESCOTT

David S. Wescott was born in Scranton, Pa., September 4, 1900, the son of Walter B. and Ruth (Noack) Wescott, both natives of Pennsylvania. He was educated in Scranton public schools and, when nineteen years old, started learning the meat business in the Hygrade Meat Packing Company plant, at Newark, N. J.

In 1923, Mr. Wescott joined Wilson & Co. as a salesman in Scranton and five years later was transferred to Detroit to serve as manager there of the beef department. In 1932 he was sent to Miami to be assistant manager of the Miami district and in 1937 was named manager of the Tampa district, with offices in Tampa.

Mr. Wescott has been a director of the Gulf Stream Racing Association in Miami since 1943 and is now assistant secretary and treasurer of the association. He has been active in civic affairs since coming to Tampa and is a member of the Chamber of Commerce, Rotary Club and Palma Ceia Golf Club. He is a member of John Darling Lodge, F.&A.M., Tampa Consistory and Tampa



DAVID S. WESCOTT

York Rite bodies, and the Order of Red Cross of Constantine. He is a past potentate of the Egypt Temple Shrine and a former director of the Tampa Jesters' Court. He is also a member of the Elks lodge and First Methodist Church.

On August 22, 1925, Mr. Wescott was married to Miss Esther Riefenberg, of Scranton, Pa.

PAUL O. LEBLANC

Paul O. LeBlanc was born in St. Gabriel, La., December 25, 1892, the son of Jules O. and Virginia (Thompson) LeBlanc, both natives of Louisiana. He was educated in the public schools of St. Gabriel, at St. Vincent's Academy, in Baton Rouge, and at the Louisiana State University.

In 1911 Mr. LeBlanc started working for the Great Southern Lumber Company, in Bogalusa, La., which then had the largest lumber mill under one roof in the world. While with the company he joined the Louisiana National Guard and served six months in 1916 on the Mexican border as captain of Co. G, 1st La. Reg. During World War I, he served from April, 1917, until August, 1919, and was retired with the rank of major.

After the war, Mr. LeBlanc returned to the Great Southern Lumber Company and remained with that concern until 1921 when he went into the automobile business for himself in Bogalusa. On March 1, 1934, he became connected with the Waterman Steamship Company, of Mobile, Ala., and shortly afterward was sent to Panama City, Fla., as local manager. On September 1, 1937, he came to Tampa and opened an office for the Gulf Florida Terminal Co., a wholly owned subsidiary of the Waterman Steamship Company, which also

serves as agent for the Pan-American Steamship Corp. Mr. LeBlanc has been vice-president and general manager of the company ever since.

Mr. LeBlanc is a past president of the Rotary Club of Panama City and a member of the Rotary Club of Tampa. He is a past president and director of the Palma Ceia Golf Club, a director of the Tampa Chamber of Commerce, and a member of the Tampa Yacht and Country Club, American Legion, and Ye Mystic Krewe of Gasparilla.

On February 22, 1926, Mr. LeBlanc was married to Lila R. Rowell, of Louisville, Ky.

PAUL H. SMITH

Paul H. Smith, president, general manager and principal stockholder of the Paul Smith Construction Co., was born at Dublin, Ga., January 10, 1894, the son of Joseph N. and Georgia (Gillis) Smith. He came from a family of constructors and in his boyhood worked with his father and three older brothers. By the time he was 21 he had served an apprenticeship as bricklayer and worked as a sign and landscape painter.

Mr. Smith came to Florida in 1910 and worked on projects for his older brothers until 1921 when he moved to Haines City and established his own firm. After the collapse of the Florida boom, his company built the Polk County courthouse addition, 1927; Charlotte County courthouse, 1928; Glades County courthouse, 1928; an all-art-stone elementary school, Bartow, 1929; Municipal Hospital, Lake Wales, 1930; phosphate storage bins, elevators and ship loading facilities for Seaboard R. R., Gasparilla Island, 1931, and



PAUL H. SMITH

the P. K. Yonge Laboratory School, Gainesville, 1933. In 1934-35 the company constructed seven flood gates on Lake Okeechobee in connection with the \$18,000,000 reclamation program of the U. S. Engineer Corps; in 1936 it built the Tampa Bay Quarantine Station at Gadsden Point, and in 1937, new docks and warehouses in Miami.

To take care of its increased volume of business, the company opened branch offices in Miami and Tampa in 1938; in Jacksonville, 1942; in San Juan, Puerto Rico, 1939, and in Washington, D. C., in 1940. Each district is headed by an engineer and manager. The company's capital, organization and equipment were all diverted to the war construction program in 1941 and during the following three years handled projects costing over \$40,000,000 in Florida, Georgia, Alabama, North Carolina, Virginia, Puerto Rico, and St. Thomas, Virgin Islands, and Brazil.

Mr. Smith is also president of the Floridan Hotel Operators who hold the lease on the Florida Hotel, owns citrus groves in Hillsborough and Polk counties, is interested in several development companies which build housing projects and apartment buildings, and is a stockholder in several downtown office buildings.

He is vice-president of the Tampa Symphony Society and Hillsborough County Taxpayers Association, a trustee of the University of Tampa, and a strong supporter of the Association of General Contractors. He is president of Bethany

Home, a home for elderly ladies at Vidalia, Ga., and this is his pet charity that takes care of an average of 90 to 100 women.

Mr. Smith was a member of the Haines City Rotary Club from 1925 to 1940 when he moved to Tampa. He then became a member of the Tampa Rotary Club and later served as a director. In 1942 he was appointed chairman of the club's International Relations Committee which drafted a peace plan for world organization to prevent future wars. The plan was sent to all the clubs of the world and enthusiastically received.

In 1915, Mr. Smith was married to Edith Millar, formerly of Romney, W. Va. They have four children: Edith Marjorie, Paul H., Jr., Ernest M., and Virgil D. His daughter was married in 1941 to Alonzo Frank Green and has two sons. Mr. Green served in the Airborne troops in France during World War II and became a lieutenant colonel. He is now in the building and insurance business in Gainesville and Jacksonville. Paul H. Smith, Jr., and Virgil Dee Smith, both graduates of Georgia Tech, are associated with their father in the contracting business. Ernest M. Smith has the Ford agency in Bartow, and was married in 1946 to Miss Selina Wood, daughter of Rev. Ryan L. Wood. Paul H. Smith, Jr., was with the U. S. Engineers and headed an engineering company which built pontoon bridges in France. Ernest joined the Air Force in 1943 and Virgil was in the Navy V-12 when the war ended.



BIBLIOGRAPHY

- American State Papers, Military Affairs, Vol. II.
- Ballantine, George, *Autobiography of an English Soldier in the United States*, 1853.
- Bethell, John A., *History of Pinellas Peninsula*, 1914.
- Bickel, Karl, *The Mangrove Coast*, 1942.
- Brevard, Caroline Mays, *History of Florida*.
- Brinton, Daniel G., *The Florida Peninsula*, 1859.
- Brown-Hazen, Mrs. Pauline, *Tampa Blue Book of Pioneers*, 1914.
- Canova, Andrew P., *Life and Adventures in South Florida*, 1904.
- Cash, W. T., *The Story of Florida*, 1938.
- Connor, Jeannette Thurber, *Translation of the Memorial of Pedro Menendez de Aviles by Gonzalo Solis de Meras*, 1923, and *Colonial Records of Spanish Florida*, 1925.
- Cushing, Frank H., *Exploration of Ancient Key Dwellers Remains on the Gulf Coast of Florida*, 1896.
- Davis, T. Frederick, *The Beginning of Tampa*, Florida Historical Quarterly, July, 1944; *Disston Land Purchase*, Florida Historical Quarterly, January, 1939, and *History of Jacksonville*.
- Dictionary of American Biography, 1934.
- Dodd, Dorothy, *Capt. Bunce's Tampa Bay Fisheries*, Florida Historical Quarterly, 1947.
- Douglas, Marjory Stoneman, *The Everglades*, 1947.
- Fairbanks, George R., *Florida, Its History and Romance*, 1903, and *Moses Elias Levy Yulee*, Florida History Quarterly, January, 1940.
- Fontaneda, Escalante, *Memoir*, translated by Buckingham Smith, 1945.
- Giddings, Joshua R., *The Exiles of Florida*, 1858.
- Greble, Lieut. Col. John T., *Memoir of*, 1870.
- Hanna, Alfred Jackson and Kathryn Abbey, *Lake Okeechobee*, 1948.
- Harrison, Charles E., *Genealogical Records of the Pioneers of Tampa*, 1914.
- Hawks, Dr. J. M., *Florida Gazetteer*, 1871.
- Henshall, James A., *Camping and Cruising in Florida*, 1884.
- Hillsborough County Real Estate Agency, *Hillsborough County in 1885*.
- Howard, Major General Otis, *Autobiography of*, 1908.
- Kenny, Michael J., *The Romance of Florida*, 1934.
- Lambright, Edwin Dart, *Gasparilla, Last of the Buccaneers*, 1936.
- Lowery, Woodbury, *The Spanish Settlements in the United States*, 1901.
- McDuffie, Lillie B., *Lures of the Manatee*, 1933.
- McKay, Donald Brenham, *Pioneer Florida series in the Tampa Sunday TRIBUNE*, 1945-50.
- Martin, S. Walter, *Life of Flagler*, Florida Historical Quarterly, January, 1947.
- Moore-Wilson, Minnie, *The Seminoles of Florida*, 1920.
- Phillips, P. Lee, *Life and Works of Bernard Romans*, 1924.
- Poor, Henry V., *Manual of the Railroads of the United States*, annual editions 1870 through 1900.
- Reid, Mayne, *Osceola*, 1859.
- Robinson, Ernest L., *History of Hillsborough County*, 1928.
- Sharp, Helen R., *Samuel A. Swann and the Development of Florida*, Florida History Quarterly, October, 1941.
- Shea, John Gilmary, *Ancient Florida*, 1886.
- Smyth, Hutchinson, *The Life of Henry Bradley Plant*, 1898.
- Sprague, John T., *The Florida War*, 1847.
- Swanton, John R., *The Indians of the Southeastern United States*, 1946.
- Tourist Guide of Florida, 1885.
- Townsend, Trench, *Wild Life in Florida*, 1886.
- Newspapers: Extensive use was made of the files of the TAMPA HERALD, FLORIDA PENINSULAR, SUNNY SOUTH, TAMPA GUARDIAN, TRUE SOUTHERNER, SUNLAND TRIBUNE, TAMPA TRIBUNE (old), and TAMPA JOURNAL in the library of the TAMPA TIMES, and also the files of the TAMPA TIMES and the TAMPA TRIBUNE. Without access to these newspapers, the compilation of accurate data for this history would have been impossible.

A

Adamo, Dr. Frank S.: 288, 354.
 Adams, Franklin O.: 274, 393.
 Adams, W. A.: 252, 346.
 Adams, W. Fred: 276.
 Adair Realty & Trust Co.: 264.
 Ahern, Jack & Ed: 195.
 Airboat Line: 240.
 Airports: 272, 273, 279, 287.
 Alagon Grant: 46, 50, 64, 89.
 Allison, John McLean: 421.
 Almeria Hotel: 139, 184, 244.
 Ambler, D. G.: 179, 306.
 Ambler, Marvin & Stockton: 178, 202, 306.
 Anderson, J. B.: 159, 201.
 Anderson, John Gray, Jr.: 266, 275, 363.
 Arbuthnot, Alexander: 49.
 Armbrister, Robert Chrystie: 49.
 Armed Occupation Act: 94.
 Armed Occupation Act Settlers: 129, 160.
 Armory: 273.
 Ashley, William: 106, 113, 117, 162.
 Asp, Col. Melvin: 281.
 Atlantic Coast Line RR: 217, 237, 260.
 Auditorium: 263.
 Automobiles: 227, 243.

B

Ballast Point: 153, 181, 199, 215, 248.
 Bands: 134, 139, 179.
 Bank of Tampa: 115, 179, 306.
 Banks: 269, 305.
 Baptist Church: 119.
 Barritt, Wm. James, Jr.: 260, 373.
 Barritt, Wm. James, Sr.: 362.
 Baxter, C. H.: 155.
 Bayshore Blvd.: 225, 235, 236, 248, 263, 272.
 Bayview Hotel: 238.
 Beach, A. C.: 241.
 Beachey, Lincoln: 241, 299.
 Beckwith, Wm. H.: 336.
 Bell, Louis: 126, 169, 313.
 Bellevue Hotel: 204, 217.
 Benjamin, George Nelson: 273, 335.
 Benjamin, Judah P.: 148.
 Berger, Ernest: 227, 299, 356.
 Bickel, Karl: 4, 13, 208.
 Big Freeze: 207, 305.
 Big Island: 233, 254.
 Billy Bowlegs: 85, 100, 123, 126, 312.
 Binnicker, R. J.: Life of, 364; also, 4, 269, 275, 307.
 Bize, Dr. Louis A.: 260, 265, 309, 363.
 Blank, Leslie Harrod: 280, 287, 400.
 Blount, Frasier T.: 351.
 Board of Trade: 180, 306.
 Boardman, A. J.: 239.
 Bond Issues: 194, 199, 213, 237, 242, 260, 262, 263, 274.
 Bonfoey & Elliott: 237, 284.
 Booker, George V.: 265, 298, 353.
 Booms: 87, 233, 248.
 Bougardez, Constantine: 130, 321.
 Bowyer, F. C.: 214, 348.
 Braden Brothers (Hector & Joseph): 98, 114, 124, 128, 132.
 Branch, Darwin A.: 217, 324.

Branch, Dr. Franklin: 119, 121, 124, 132, 150, 153, 162, 179, 324.
 Branch, Harry L.: 174, 179, 324.
 Branch, Mrs. John: 202.
 Branch's Opera House: 133, 174, 324.
 Bridges: 187, 263.
 Broadway National Bank: 308.
 Brooke, Col. George Mercer: 55, 218, 220, 301, 312.
 Brooke, John Mercer: 63, 312.
 Brorein, Carl David: Life of, 387; also, 275, 308, 310.
 Brorein, William David: Life of, 367; also, 239, 267, 300, 309, 310.
 Brown, Charles H.: 240, 260, 384.
 Brown, Micajah C.: 105, 106, 108, 117, 119.
 Brown, Ray C.: 407.
 Brown, W. Lesley: 260, 333.
 Brown, William C.: 181, 182, 190, 255, 325.
 Brown, William T.: 131, 325.
 Bryan, Ed.: 227, 228, 267.
 Bryan, John Stewart: 266.
 Bruen, Frank: 239.
 Buchholtz, Ludwig Wilhelm: 336.
 Bunce, William: 68.
 Burgess Bros.: 4, 241.
 Burton, Fred: 191.
 Bus Lines: 243, 309.
 Butterfield, J. A.: 134, 313.

C

Cail, Matilda: 109, 120, 319.
 Call, Senator Wilkinson: 168.
 Caloosa Indians: 10, 14, 33.
 Campbell, Courtney, Parkway: 284.
 Cancer, Father Luis de Cancer Barbastro: 30.
 Carew, Dr. Edmund S.: 169, 218, 301.
 Carlton, Doyle E.: Life of, 391; also, 256, 281, 284.
 Carlos: 14, 34, 38.
 Carpetbaggers: 155, 160.
 Carruth, M. W.: 336.
 Carruth, T. A.: 174, 178, 180, 336.
 Carter, Jesse: 116, 120.
 Cotarelo, Roy: 308, 380.
 Cattle Guard Battalion: 146.
 Cattle Industry: 116, 123, 146, 158, 159, 214, 242.
 Cedar Mills: 306.
 Cemeteries: 121.
 Census Figures: 67, 90, 119, 152, 160, 178, 190, 212, 232, 302.
 Chancey, R. E. L.: 282, 284, 310, 378.
 Chapin, C. W.: 199, 215.
 Charlotte County: 67, 128.
 Churches: 119.
 Cigar Industry: 181, 204, 232, 247, 249, 268, 270, 287, 290, 306.
 Citizens Bank & Trust Co.: 202, 213, 223, 237, 264, 269, 306.
 Citrus Industry: 203.
 City Hall: 177, 198, 237, 265.
 Civil War: 131, 138.
 Civitan Awards: 310.
 Clarke, Edward A.: Life of, 325; also, 118, 133, 142, 151, 154, 162, 180, 190.
 Clarke, James D.: 181, 334.
 Clarkson Brothers: 242.

Clewis, A. C.: Life of, 345; also, 269, 307, 308.
 Coacoochee: 82, 84.
 Cochran, Paul Davis: 400.
 Coles, Andrew Pickens: 411.
 Coliseum: 257.
 Collier, Levi: 61, 74, 78, 90, 95, 129, 187, 312.
 Collier, Barron G.: 264, 268.
 Columbia Bank: 308.
 Cone, Carleton C.: 289, 402.
 Cone, Eben E.: 345.
 Cone, Julian L.: 285, 286, 390.
 Conn, F. K.: 418.
 Conoley, W. N.: 181, 194, 195.
 Consumers Electric Light & Power Co.: 199, 205, 214, 309.
 Cooper, F. M.: 307, 370.
 Cooper, H. J.: 155, 181, 200.
 Cotarelo, Roy: 308, 380.
 Courthouse: 68, 79, 107, 122, 265, 290.
 Covacevich, Louis: 95, 129, 133, 151.
 Cowart, Mrs. Benjamin: 168.
 Craft, D. Isaac: 166, 331.
 Craft, Isaac S.: 331.
 Craft, Samuel C.: 157, 161.
 Craig, John Wm. and Pinckney: 98, 128.
 Cralle, Ray B.: 307, 310, 385.
 Crane, Henry A.: 144, 145.
 Crane, Henry L.: 134, 144, 145, 162, 163, 174.
 Crichton, Dr. John P.: 119, 134, 135, 313.
 Crowder, Eston N.: 386.
 Crowder, H. Leslie: 308, 385.
 Cuesta, Angel L.: 275, 355.
 Culbreath, Col. Harry C.: 327.
 Culbreath, Harry Chappell: 307, 328.
 Culbreath, Hugh L.: 361.
 Culbreath, Joseph: 329.
 Culbreath, William P.: 328.
 Culp, Asher: 410.
 CWA: 272.

D

Dade, Major Francis: 62, 75.
 Dade Massacre: 75.
 Dallam, James B.: 84, 93, 305.
 Dam, Destruction of: 214.
 Daniels, Oscar, Company: 246, 247.
 Darling, John: 117, 118, 133, 151.
 Davis Causeway: 284.
 Davis, D. P.: 233, 254, 360.
 Davis Islands: 88, 96, 212, 232, 254, 286.
 Davis, Sam F.: 411.
 Delaunay, Alfonso: 117, 136, 323.
 De Leon, Juan Ponce: 19.
 Demens, Peter: 203.
 De Ocaa, John Montes: 70.
 Depot Key: 96, 233, 245, 254.
 Depression: 247, 270.
 De Soto Charter Oak: 26, 27, 185.
 DeSoto County: 67, 128.
 De Soto, Hernando: 13, 15, 23, 33, 185.
 DeSoto Hotel: 238.
 De Soto Park: 215, 248, 249.
 Dickie, L. P.: 267.
 Dickenson, William A.: 372.
 Dickenson, William B.: 372.

Dickman, Paul B.: 304, 388.
 Disston, Hamilton: 177.
 Dodge, Louise Frances: 244, 296.
 Dolcater, John H.: 308, 310, 397.
 Drew Field: 273, 287.
 Drew, John H.: 273.

E

Easley, R. W.: 315, 349.
 Egmont Key: 33, 90, 114, 140, 210.
 Electric Service: 195, 214, 309.
 Elkes, Eugene Revere: 392.
 Elks Building: 239.
 Elliott, M. Leo: 384.
 Endurance Race: 228.
 Epidemics: 41, 89, 128, 152, 153, 184.
 Espiritu Santo Bay: 25, 30.
 Estuary: 245, 261.
 Everglades Developments: 233.
 Evers, John T.: 174.
 Exchange National Bank: 159, 201, 269, 306, 307.
 Express Service: 175.

F

Fairs: 298.
 Falk, David A.: 297, 359.
 Falk, Offin: 359.
 Farrior, J. Rex: 403.
 Father Cancer: 30.
 Father Rogel: 36.
 Father Villareal: 36.
 Favorite (Steamer): 226, 248.
 Federal Building: 215.
 Felipe, Don: 38.
 Ferguson, Chester H.: 307, 421.
 Ferlita, S. J.: 308, 379.
 Ferman, Fred: 181, 338.
 Ferman, W. Frederick: 227, 338.
 Ferries: 111, 187.
 Ferris, Josiah: 154, 162, 173, 315.
 Ferris, W. G.: 112, 118, 133, 180, 305, 315.
 Fire Departments: 192, 193, 202.
 First National Bank: 115, 171, 179, 193, 202, 264, 269, 293, 306.
 First Savings & Trust Co.: 269, 306.
 Fish, Carl P.: 396.
 Fish Ranchos: 42.
 Fishing Industry: 180.
 Fisher, Melvin B.: 308, 369.
 Fisher, Thomas D.: 335.
 Flagler, Henry M.: 171, 188.
 Fletcher, Fred E.: 4, 357.
 Florida Avenue: 166.
 Florida Brewing Co.: 205, 261.
 Florida Central & Peninsular RR: 196, 218, 222.
 Florida Citrus Exchange: 292.
 Florida Electric Company: 196, 214, 309.
 Florida Grower Magazine: 395.
 Florida Peninsular: 122, 157, 318.
 Florida Portland Cement Co.: 292, 311.
 Florida Purchase: 46.
 Florida Railroad: 128, 152, 171, 196.
 Florida Southern RR: 203.
 Florida State Fair: 273, 298, 300.
 Florida Hotel: 264, 275, 285, 383.
 Forbes, F. H.: 411.

Forest Hills: 259, 390.
 Fort Brooke: 54, 63, 64, 135, 147, 168, 301.
 Fort Brooke Military Reservation: 57, 67, 168, 197, 217, 218, 301.
 Fort Dade: 210.
 Fort DeSoto: 210.
 Fort Homer W. Hesterly: 273, 294.
 Fort King: 74.
 Fort Myers: 125, 146.
 Fortune St. Bridge: 204.
 Free Love Society: 218.
 Freezing Weather: 200, 305.
 Frankland, W. Howard: Life of, 406; also, 4, 280, 286, 297, 307.
 Frecker, W. H.: 357.
 Friebele, C. L.: 119, 133, 142, 151, 180, 321.
 Frierson, Aaron T.: 143.
 Frierson, William James: 333.
 Fuller, H. Walter: 251.
 Fuller, W. R.: 211, 216.
 Fuller, Walter P.: 4, 96.

G

Gadsden, James: 45, 55, 58.
 Gadsden Point: 33, 59.
 Gaines, General Edmund P.: 50, 78.
 Gamble, Robert & William: 98, 114, 128, 131, 148.
 Gandy Bridge: 251, 284.
 Gannon, Francis J.: 280, 310, 413.
 Gaspar, Jose: 294.
 Gasparilla: 294.
 Gasparilla, Ye Mystic Krewe of: 195, 297.
 Gas Service: 239.
 Gates, Josiah: 97.
 General Portland Cement Co.: 292, 311.
 Gettis, James: 116, 119.
 Gibbons, M. Gunby: 346.
 Gibbons, Melville G.: 346.
 Giddens, Henry Clay: 340.
 Giddens, I. S.: 181, 184, 226.
 Giles, Leroy Bond: 352.
 Gillespie, John Hamilton: 189.
 Gillett, D. Collins: 253, 297, 309, 358.
 Gillett, M. E.: 208, 253, 358.
 Givens, John T.: Life of, 322; also, 121, 148, 162, 181, 239.
 Givens, T. W.: 134, 185.
 Glogowski, Herman: 187, 193, 197, 339.
 Good Roads Movement: 230.
 Gordon, H. C.: 361.
 Gordon, General John B.: 173.
 Government, County: 105.
 Government, Town and City: 116, 155, 162, 184.
 Grassy Island: 233, 245, 254.
 Gray, J. Wallace: 278, 308, 421.
 Grayson, Judge L. A.: 409.
 Green, Truman: 297, 370.
 Gribbel, John: 240.
 Griffin, J. A.: Life of, 357; also, 269, 275, 300, 306, 307, 309, 310, 311.
 Grimaldi, A. J.: 308, 374.
 Grimaldi, John Anthony: 374.
 Grist Mill: 133.
 Guagliardo, Giuseppe C. (Joseph): 375.
 Gulf Florida Terminal Co.: 261, 262, 279.

Gulf National Bank: 200, 305.
 Gunby, Mrs. Luette: 265.
 Gutierrez, Gavino: 181, 333.

H

Hackley, Richard S.: 51, 64, 88, 96.
 Hackley, Robert J.: 52, 58, 61, 64, 218.
 Haggerty, W. B.: 287, 310, 416.
 Hamner, Burks L.: 259, 390.
 Hamner, W. E.: 280, 390.
 Hardee County: 67, 128.
 Harbor: 186, 220, 229, 237, 242, 245, 292.
 Hardee, George W.: 296.
 Harney, William Selby: 84, 93.
 Harrison, Charles E.: 324.
 Hart Concrete Products Co.: 402.
 Hart, J. L.: 401.
 Haskins, W. T.: 187, 312.
 Hav-A-Tampa Cigar Co.: 287, 388.
 Hay, Matthew: 194.
 Haya, Ignacia: 183, 342.
 Hayden, Jesse J.: 187.
 Hearin, Jay L.: 308, 408.
 Henderson, Andrew J.: 320.
 Henderson, Thomas N.: Life of, 349; also, 226, 264, 268, 280, 282.
 Henderson, Thomas N., Jr.: 287, 349.
 Henderson, Wesley P.: 167, 320.
 Henderson, William B.: Life of, 321; also, 138, 151, 165, 167, 169, 181, 182, 184, 190, 192, 200, 224, 255.
 Hendry & Knight: 147, 224, 225.
 Hendry, Edward M.: 218, 224, 297.
 Hendry, Capt. F. M.: 288, 405.
 Hendry, W. Marion: 403.
 Hernandez, Maximo: 96, 129.
 Hesterly, Col. Homer W.: 273, 394.
 Hickapussassa: 65, 73, 99.
 Highways: See Roads.
 Hillsboro Hotel: 223, 237, 275.
 Hillsborough Bay: 33, 37, 42.
 Hillsborough County: 44, 67, 105, 128, 160, 231, 302.
 Hillsborough County Aviation Authority: 287.
 Hillsborough County Historical Commission: 302.
 Hillsborough Lodge No. 25, F.&A.M.: 118.
 Hillsborough, Lord: 42, 67.
 Hillsborough River: 33, 42.
 Hirrihiqua: 23, 28.
 Hixon, Curtis: 282, 287, 391.
 Hobbs, W. C.: 237.
 Hollater-Micco: See Billy Bowlegs.
 Holmes, Henry C.: 376.
 Holsinger, Eugene: 234, 235, 379.
 Homestead Act of 1862: 162.
 Hooker, William B.: 116, 163, 224, 262, 316.
 Hooker's Point: 224, 243.
 Hospitals: 199.
 Hotels: 86, 87, 97, 103, 127, 134, 139, 163, 167, 179, 184, 185, 186, 207, 216, 223, 237, 238, 264, 275, 285, 286.
 Howell, George B.: Life of, 406; also, 275, 278, 280.
 Hunt, Frank Riley: 414.
 Hurricanes: 67, 112, 248, 305.
 Hyde Park: 187, 271.
 Hyer, C. J. (Steve): 246, 278, 392.

I

Ice Factories: 180.
Imperial Theatre: 213.
Independent Line: 226.
Indian Mounds: 12.
Interbay Peninsula: 251, 252.
Internal Improvement Fund: 176.
International Airport: 287.
International Bank: 308.
International Cigar Makers Union: 247.
International Ocean Cable Co.: 165.
Inter-State Investment Co.: 261, 262.

J

Jackson, Andrew: 45, 48, 50, 54, 65, 66, 74.
Jackson, Frank D.: 275, 309, 310, 366.
Jackson, John: Life of, 315; also, 106, 113, 119, 138, 142, 151, 162, 305.
Jackson, Richard D.: 307, 366.
Jackson, Robert: 90, 95, 129, 312.
Jackson Street Gully: 198.
Jackson, Thomas E.: 167, 181.
Jacksonville, Tampa & Key West RR: 172.
Jail: 111.
James, Victor: 227.
Jannus, Tony: 241.
Jefferson, Thomas, Hotel: 285.
Jesup, General Thomas H.: 86.
Jeter-Boardman Co.: 192, 262.
Johnson, Joe B.: 228, 264, 297.
Jones, Col. S. A.: Life of, 335; also, 168, 174, 181, 190, 200.
Joughin, Robert T.: 229, 362.

K

Keller, Gordon: 340.
Keller, Gordon, Hospital: 263, 300, 340.
Kelso, A. A.: 179.
Kendrick Family: 314.
Kendrick, W. H.: 199, 227, 314.
Kennedy, Thomas Pugh: Life of, 313; also, 105, 116, 118, 133, 134, 151.
Kilgore, Capt. Rufus D.: 86.
Kinchley, LeBron A.: 297, 309, 401.
Knight, Andrew J.: Life of, 325; also, 168, 181, 182, 193, 200, 219, 224, 242, 246.
Knight, Charles L.: 326.
Knight Family: 317.
Knight, Henry Laurens: 181, 184, 193, 326.
Knight, Peter O.: Life of, 347; also, 159, 199, 201, 202, 215, 224, 237, 239, 255, 258, 307, 310.
Knight, Peter O., Airport: 272.
Knight, Peter O., Jr.: 307, 371.
Knight, Richard: 288, 326.
Knight & Wall: 133, 226, 326.
Knights of Hillsborough: 167.
Knights of Labor: 183.
Knights of Pythias Building: 239.
Krause, John Henry: 134, 191, 216, 325.
Kreher, Ernest: 246, 277, 308, 351.

L

Lafayette St. Bridge: 187, 236.
Lafayette St. Viaduct: 262, 263.
Lambright, Edwin D.: Life of, 366; also, 4, 245, 294, 310.
Lancaster, Judge Joseph B.: 117.
Land Grants: 176.
Lanier, Sidney: 163.
Laud-Brown, T. J.: 298.
LeBlanc, Paul O.: 424.
Lee, Dr. Edmund: 120.
Leiman, Henry: 309, 356.
Lenfesty, George S.: 339.
Lenfesty, James: 339.
Leonardi, B. C.: 154.
Lesley, Capt. John T.: Life of, 322; also, 120, 139, 155, 162, 168, 174, 179, 180, 182, 190, 194, 305, 309.
Lesley, L. G.: 120, 149, 322.
Lesley, Theodore: 4, 323.
Letcher, W. R.: 283, 398.
Library: 243, 244.
Lightfoot, T. P.: 226.
Little Grassy Island: 233.
Lipscomb, Jas. E.: 156, 162, 167, 334.
Lock-cha-pop-ca River: 57, 65.
Long, J. M.: 180.
Lotteries: 136, 302.
Lovering, H. P.: 306, 334.
Lowry, Sumter L.: Life of, 355; also, 245, 252, 260.
Lykes Bros. Steamship Co.: 292, 344.
Lykes, Fred: 344.
Lykes, Dr. Howell T.: Life of, 343; also, 139, 183, 184.
Lykes, Howell T.: 344.
Lykes, Joseph T.: 344.
Lyons Fertilizer Co.: 291, 396.
Lynch, James: 86, 305.

M

Maas, Abe: Life of, 344; also, 194, 264, 309.
Maas, Isaac: 344.
Mabry, Dale: 280.
Mabry, Giddings Eldon: Life of, 368; also, 242, 256, 281.
MacDill, Col. Leslie: 280.
MacDill Field: 278, 286, 291.
MacDonald, J. Clifford: 287, 412.
Macfarlane, Howard P.: 181, 310, 341.
Macfarlane, Hugh C.: Life of, 340; also, 188, 196, 204, 244.
Magbee, James T.: 155, 174, 181.
Mallory Line: 224, 225.
Manatee County: 67, 128, 302.
Manatee River District: 33, 96, 98, 114.
Manatee (Steamer): 226.
Manrara, Edward: Life of, 342; also, 182, 190, 202, 204, 205, 239, 307, 309.
Marine Bank & Trust Co.: 308.
Marjorie Park: 257, 263.
Martin, John P.: 216, 240, 251.
Marvin, John L.: 178.
Mascotte (Steamer): 186, 206, 207.
Mayors of Tampa: 302.

McCarty, Mitchell: 109, 114.
McCloskey & Co.: 278, 288.
McDonald, Harry G.: 389.
McDuffie, Lillie B.: 120.
McGregor, Gregor: 48.
McGuckin & Hyer: 237.
McGuckin, J. L.: 246.
McKay, Charles A.: 164, 300, 334.
McKay, Donald Brenham: Life of, 332; also, 86, 200, 228, 236, 267, 268, 274, 275, 281, 288, 307, 310.
McKay, Donald S.: 153, 185, 187, 320.
McKay, Capt. James, Jr.: Life of, 319; also, 79, 134, 159, 164, 181, 186, 211.
McKay, Capt. James, Sr.: Life of, 319; also, 107, 109, 119, 133, 135, 139, 144, 149, 150, 152, 158, 159.
McKay, James C.: Life of, 333; also, 239, 245.
McKay, John A.: Life of, 320; also, 134, 155, 186.
McLean, William C.: 407.
McMullen, A. B.: 273, 280.
McNeil, Capt. Archibald: 98, 140, 148, 152.
McWhirter, John W.: 418.
Meloy, Col. Vincent: 281.
Memorial Highway: 246.
Menendez, Pedro — de Aviles: 15, 31.
Methodist Church: 119.
Michler, Jacob E.: 126.
Miller, Capt. John: 165, 174, 245, 331.
Mims, Joseph S.: 376.
Mims, Thomas B.: 164.
Miranda, Abel: 129, 141.
Miranda, Grant: 64.
Missions and Missionaries: 15, 29, 36, 40.
Mitchell, Dr. C. L.: 317.
Mitchell, Henry Laurens: 122, 174, 200, 317.
Mitchell, Dr. Lucien Bayard: 364.
Mitchell, L. Spencer: 365.
Mitchell, Thomas: 151, 317.
Mococo, Chief: 28.
Mooney, James Elliott: 277.
Morris Plan Bank: 308.
Moscow: 218.
Mugge, Robert: 193, 226, 237, 238.
Mullen, Charles G.: 395.
Municipal Hospital: 253, 257, 263.
Mynatt, J. R. (Dick): 308, 416.

N

Nance, Dr. Ellwood C.: 277, 289, 310, 420.
Narvaez, Panfilo de: 21, 27, 33.
Nebraska Avenue: 166.
Negro Louis: 75, 92.
Newhall, Charles H.: 157.
Newspapers: 122, 137, 156, 158, 199, 265, 266, 318.
Newton, Virgil Miller, Jr.: 399.
Northcutt, V. H.: Life of, 419; also, 307, 308, 310.
Nunez, Robert F.: 119, 133, 134, 154, 161, 324.

O

Oak Lawn Cemetery: 121, 162.
 Olivette (Steamer): 186, 206, 207, 210.
 Opera House: 179.
 Orange Belt Railroad: 203.
 Orange Grove Hotel: 163, 174.
 Ortiz, Juan: 27.
 Oscar Daniels Company: 246.
 Osceola: 72, 82, 342.
 Overlord, Inc.: 286.

P

P. & O. Steamship Co.: 302.
 Pacheco, Mrs. Antonio: 92.
 Palma Ceia: 251, 252.
 Palmetto Hotel: 103, 179.
 Panama Canal Celebration: 299.
 Pan American Airways: 274.
 Parcell, C. E.: 179, 183, 191, 198.
 Parker, Walter L.: 288, 326.
 Parkhill, Capt. John: 126.
 Parkhill, Charles B.: 391.
 Parkland Estates: 259.
 Parks: 216, 217.
 Parslow, Alfred H.: 336.
 Pasco County: 67, 302.
 Peninsular Telephone Co.: 239, 309.
 Peters, J. D. (Jack): 307, 423.
 Pettingill, N. B. K.: 196.
 Phillippi, Odet (also spelled Phil-lippe): 14, 69, 86, 90, 95, 129, 131.
 Phillips, I. W.: 359.
 Phillips, Isham Whitfield: 211, 358.
 Phosphate: 220, 291.
 Picnic Island: 186.
 Pinellas County: 67, 231, 302.
 Plant City: 174, 292.
 Plant, H. B., Hotel: 87, 179.
 Plant, H. B. (Steamer): 226.
 Plant, Henry Bradley: Life of, 337; also, 127, 163, 170, 186, 190, 203, 209, 216, 298, 306.
 Plumb, Edward O.: 157.
 Polk County: 67, 160, 302.
 Population: See Census.
 Port Tampa: 186, 206, 221, 222, 302, 306.
 Port Tampa City: 302.
 Port Tampa Inn: 205, 217, 222, 302.
 Post, Dr. Duff: 174, 181, 192, 237, 324.
 Post, Madison: 237, 324.
 Post Office: 66, 215.
 Powell, Willis B.: 228.

R

Rabbit Island: 88, 233, 254.
 Railroads: 128, 152, 170, 196, 240.
 Ramsey, C. A.: 116.
 Ramsey, T. W.: 308, 348.
 Ranchos, Fish: 42.
 Rawls, Dennis B.: 394.
 Redbrook, J. S.: 151.
 Reeves, G. L.: 308, 414.
 Reynolds, W. H.: 278, 392.
 Ring Tournament: 167.
 Roads: 60, 80, 110, 228, 240, 242, 266.

Robinson, E. L.: 244.
 Robbins, Bruce M.: 288, 415.
 Robles, John G.: 154, 162, 324.
 Robles, Joseph: 146, 166, 324.
 Rocky Point Golf Club: 251.
 Romans, Bernard: 42.
 Royal American Shows: 300.
 Ruskin: 292, 303, 304.

S

Salomonson, F. A.: 181, 217, 341.
 Sanchez & Haya: 182, 183, 201.
 Sanford & St. Petersburg RR: 203.
 Saunders, William G.: 65, 68, 86, 88.
 Savarese, John: 180, 202.
 Schools: 111, 121, 161, 266.
 Scott vs. Carew Case: 219.
 Scottish Chief (Schooner): 135, 144.
 Scrub District: 212.
 Seaboard Air Line RR: 224, 237, 240, 255, 260.
 Seddon Island: 212, 224, 233, 245, 255, 261.
 Seminole Indians: 144.
 Seminole Wars: First: 45, 54; Second: 72; Third: 122.
 Sewers: 194, 214, 237, 288.
 Shackelford, Thomas M.: 354.
 Sharpe, V. V.: Life of, 361; also, 260, 275, 310.
 Shipbuilding: 245, 277.
 Sidewalks: 194, 214.
 Simmons, Rev. Daniel: 71, 74, 99, 109.
 Simms, A. J.: Life of, 383; also, 252, 264, 285.
 Skinner, L. B.: 223, 227, 237, 265.
 Slave Raiders: 18, 41.
 Slavery: 90, 92, 98, 131, 140, 154, 155, 161.
 Smiley, David Elmer: Life of, 422; also, 4, 290.
 Smith, Carl Bernard: 409.
 Smith, Paul H.: 285, 286, 424.
 Snell, Hamlin Valentine: 316.
 Snodgrass, H. A.: 180.
 Snow, Henry E.: 228, 230, 260.
 Southern Bell T. & T. Co.: 196, 239, 309.
 Southern Express Co.: 170, 175, 237.
 South Florida Fair & Gasparilla Ass'n: 273, 299.
 South Florida Railroad: 172, 198.
 South Florida Telegraph Co.: 175.
 St. James Hotel: 179.
 St. Petersburg-Tampa Airboat Line: 240.
 St. Petersburg Transportation Co.: 227.
 Spanish-American War: 205, 206.
 Spanish Clubs: 290.
 Spanish Grants: 46.
 Spanish Town: 121.
 Spanish Traders: 40.
 Sparkman Channel: 243, 245, 261.
 Sparkman Family: 316.
 Sparkman, G. B.: 174, 181, 184, 242, 316.
 Sparkman, Stephen M.: Life of, 323; also, 168, 178, 181, 188, 190, 223, 262.
 Spaulding, Frederick H.: 276.
 Spencer, E. W.: 398.

Spencer Family: 318.
 Spencer, Thomas K.: 157, 162, 166, 181, 318.
 Spencer, William S.: 136, 187, 318.
 Spicola, Gaetano C. (Tom) and Family: 350.
 Stagecoaches: 120, 164.
 Stallings, Otto P.: 308, 349.
 State Bank of West Tampa: 308.
 Steamers: 216, 226, 227, 292.
 Steele, Augustus: 63, 66, 70, 88, 90, 96, 313.
 Street Car Lines: 153, 214, 215, 240, 309.
 Stockton, J. N. C.: 174, 201.
 Stone & Webster: 215, 258, 309.
 Stovall, Wallace Fisher: Life of, 353; also, 200, 264, 286.
 Stovall, W. O.: 266, 286, 297.
 Street Railways: 309.
 Streets: 106, 194, 214, 237, 242.
 Strikes in Cigar Industry: 183, 232, 247.
 Stringer, Dr. Sheldon: 119, 237.
 Suburb Beautiful: 235, 236, 252.
 Sunland Tribune: 157, 318.
 Sunny South: 137.
 Sutton, John B.: 275.
 Swamp Land Act: 176.
 Swann & Holtsinger: 251, 381.
 Swann, Alfred Reuben: Life of, 381; also, 234, 235, 242, 251.
 Swann, James T.: Life of, 381; also, 262, 275, 298.
 Swann Terminal Company: 243.
 Swanton, Dr. John R.: 10, 26.

T

Taliaferro, E. P.: Life of, 352; also, 280, 297, 307, 311.
 Taliaferro, James P.: 179, 202, 306, 307.
 Taliaferro, T. C.: 178, 179, 181, 200, 306, 307, 337.
 Tamiami Trail: 267.
 Tamiami Trail Tours: 268, 404.
 Tampa: origin of name, 10; birth of, 65; first map, 67; named county seat, 68.
 Tampa & Palmetto Beach Ry.: 315.
 Tampa & Fort Meade Telegraph Co.: 165.
 Tampa & Gulf Coast RR: 240.
 Tampa & Sulphur Springs Traction Co.: 216, 240, 309.
 Tampa, U.S.S.: 244.
 Tampa Automobile Club: 228.
 Tampa Bay Casino: 163, 167, 203, 263.
 Tampa Bay Hotel: 127, 133, 163, 167, 185, 186, 207, 216, 238, 273, 276.
 Tampa Bay Land Co.: 251.
 Tampa Board of Trade: 180.
 Tampa Brass Band: 134, 139.
 Tampa City: 88, 92.
 Tampa Daily Times: 199, 332, 422.
 Tampa Developers, Inc.: 267.
 Tampa Dock Co.: 246, 247.
 Tampa Electric Co. (old): 194, 309.
 Tampa Electric Co. (present): 214, 216, 236, 240, 262, 309.
 Tampa Electric Illuminating Co.: 238, 309.

- Tampa Electric Light Co.: 195.
 Tampa Foundry & Machine Co.: 246.
 Tampa Gas Company: 239, 261.
 Tampa Guardian: 155, 158.
 Tampa Herald: 122.
 Tampa Hook & Ladder Co.: 192.
 Tampa Hotel: 86.
 Tampa International Airport: 287.
 Tampa Journal: 200.
 Tampa Marine Corporation: 278.
 Tampa Municipal Hospital: 253, 257, 263.
 Tampa Northern Railroad: 224.
 Tampa Publishing Company: 199.
 Tampa Shipbuilding Co., Inc.: 278.
 Tampa Shipbuilding & Engineering Co.: 246, 277.
 Tampa Silver Cornet Band: 179.
 Tampa Steamship Co.: 165.
 Tampa Steam Ways: 246, 232.
 Tampa Street Railway Co.: 143, 190, 199, 309.
 Tampa Suburban Traction Co.: 153, 199, 309.
 Tampa Telegraph: 266.
 Tampa Terrace Hotel: 264, 265, 275, 286.
 Tampa Times: 199, 332, 422.
 Tampa Tribune: 199, 265, 266, 318.
 Tampa Transit Lines: 309.
 Tampa Waterworks Co.: 262.
 Taylor, James F.: 251, 365.
 Taylor, Peter: 307, 389.
 Telegraph Service: 165, 175.
 Telephone Service: 196, 309.
 Temple Terrace: 253, 259, 390.
 Thomason, S. E.: 266, 275.
 Thonotosassa: 65, 73, 99, 100.
 Tibbett's Corner: 121, 147.
 Tillman, Judge Henry C.: 280, 413.
 Timucuan Indians: 14, 21, 33.
 Tin Can Tourists: 249.
 Tocobago: 33, 39.
 Town of Fort Brooke: 168, 218, 301, 302.
 Town of Tampa: 88, 92.
 Traynor, F. M.: 310, 311, 417.
 Tresca, Capt. Frederic: 97, 140, 149.
 Trice, John: Life of, 356; also, 201, 202, 237, 239, 307.
 Trice, William W.: 267, 369.
 True Southerner: 157.
 Turman, Judge Simon: 105, 113, 314.
 Turman, Simon, Jr.: 122, 136, 314, 318.
 Turman, Solon B.: 309, 314.
 Turner, J. Arthur: 397.
 Twenty-second St. Causeway: 267.
 Twiggs, General David E.: 123.
- U**
- Ucita: 25, 33.
 Union Depot: 237.
 U.S.S. Tampa: 245.
 U. S. Phosphoric Products Co.: 291.
 University of Tampa: 271, 274, 289, 297, 310.
- V**
- Vega, C. C., Jr.: 286, 308, 380.
 Virginia Park: 252.
 Volunteer Fire Departments: 192, 193, 202.
- W**
- Wall, J. Edgar: 300, 331.
 Wall, Dr. John P.: Life of, 330; also, 153, 157, 178, 180, 184, 200, 239.
 Wall, Joseph B.: 174, 187, 190, 331.
 Wall, Perry G., I: 142, 154, 185, 329.
 Wall, Perry G., II: Life of, 330; also, 180, 185, 222, 228, 230, 252.
 Wall, William W.: 167, 330.
 War Between the States: 131, 138.
 Ward, Paul T.: 404.
 Wards, City: 184.
 Waring, W. L., Jr.: 396.
 Warren, A. C.: 382.
 Warren, G. C.: 264, 338.
 Warren, James W.: 264, 297, 307, 368.
- Washington St. Viaduct: 225, 261, 263.
 Waterman, Jerome A.: 280, 386.
 Waterman Steamship Co.: 261, 279, 292.
 Waterworks: 192, 262, 288.
 Weather: 305.
 Webb, Capt. R. F.: 238.
 Weedon, Dr. L. W.: 184, 342.
 Weedon's Island: 12, 342.
 Weightnovel, Dr. Fred. H.: 218.
 Weller, John A.: 360.
 Wescott, David S.: 423.
 West Tampa: 205, 215, 244, 302.
 Whitaker, Pat C.: 280, 395.
 Whitaker, William: 96, 124, 254.
 Whiting, John A.: 404.
 Whiting, Major L.: 106.
 Wilbanks, G. Dewey: 417.
 Wilson, Roland A.: 371.
 Wing, Francis L.: 347.
 Wohl, Louis and Family: 373.
 Wood, J. A.: 188, 199, 238.
 Woodbine, Capt. George: 48.
 Woodbery, D. Hoyt: 280, 388.
 Woods, Fred. J.: 307, 378.
 Woods, Lemuel P.: 297, 377.
 Woods, Lemuel R.: 291, 376.
 Work Projects Administration (WPA): 272, 277, 280.
 World War I: 245.
 World War II: 281.
 Wright, Major Charles: 238.
- Y**
- Ybor City: 183, 190, 199, 204, 206, 215, 290, 302.
 Ybor City Land & Improvement Co.: 204.
 Ybor Channel: 242, 245, 260.
 Ybor, Vicente Martinez: Life of, 342; also, 182, 190, 201, 204, 206, 306, 309.
 Yellow Fever Epidemics: 89, 129, 152, 153, 184, 306.
 Yulee, David Levy: 128, 132, 152, 171, 176, 196.